

61 () 60 () 59 () 58 () 57 () 56 () 55 () 54 () 53 () 52 () 51 () 50 () 49 () 48 () 47 () 46 () 45 () 44 () 43 () 42 () 41 () 40 () 39 () 38 () 37 () 36 () 35 () 34 () 33 () 32 () 31 ()

ACCIDENT CLASSIFICATION

| | | | | |
|----------------------------------|--------------|-------------------------------------|----------------|--------------|
| UNIT 5 E.F.T.S. High River | COM. 4 | PLACE 1 1/2 Miles S. of Coaldale | DATE 7-3-44 | TIME 1055 |
| A/C TYPE CORNELL II | NO. 14503 | CRASH CAT. _____ | S.E. X | M.E. |
| | | DAY X | NIGHT | |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|-------------|------|--------|------|----------|----------------|---------|
| Lyman, M.F. | LAG | R21949 | PP | Uninj. | NO. | DATE |
| | | | | | D 14 (REVISED) | |
| | | | | | NO. | CHECKED |
| | | | | | #11 | |

MONTH

STAGE OF FLIGHT

| ENGINE | ENGINE NUMBER (S) | SERIOUS | HOURS FLOWN BY PILOTS | | | | | |
|--------|-------------------|---------|-----------------------|-------|---------|------|-------|------|
| | | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | SOLO | DUAL | SOLO | DUAL |
| Ranger | 37233/6749 | Serious | 8 | 5 | 31 | 38 | 31 | 38 |

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATBY
FATAL
INJ.
INJURY

ACCIDENT CLASSIFICATION

1 () 2 () 3 () 4 () 5 () 6 () 7 () 8 () 9 () 10 () 11 () 12 () 13 () 14 () 15 () 16 () 17 () 18 () 19 () 20 () 21 () 22 () 23 () 24 () 25 () 26 () 27 () 28 () 29 () 30 () 31 () 32 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 ()

PURPOSE OF FLIGHT:

Cross country.

NATURE OF ACCIDENT:

On cross country, motor suddenly became very rough, dense smoke in cockpit; loss of 250 R.P.M. severe vibration, motor shut down and a successful forced landing was made.

TECHNICAL OFFICER'S REPORT:

Engine vibrates seriously and excessively rough at speed above 1700 R.P.M. Low compression on 3 Cylinders. Appears to be piston failure, engine not dismantled

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

10/1-01/07/NA/10/1

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL.