

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 3 W.S. Winnipeg		COM. 2	PLACE Brunkhild			DATE 20-3-44	TIME 1835	
A/C TYPE M/MOTH II		NO. 4870	CRASH CAT. F/L		S.E. X	M.E.	DAY	NIGHT X
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
LABINE, R.R.J.		P/O	J29161	P	Uninj.		NO.	DATE
WANGERN, W.H.		LAC	R208679	WO	Uninj.		No sig	
							D 14 (REVISED)	
							NO.	CHECKED
							7	
							#5	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Menasco D4	18182/4098 Nil		ON TYPE		TOTAL			
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			44	14	43	34	595	130

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATARY
FATAL
INJ.
INJURY 3RD
S

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 () RAF M 2

PURPOSE OF FLIGHT:

Wireless exercise.

TECHNICAL OFFICER'S REPORT:

NIL

NATURE OF ACCIDENT:

Pilot reported engine failed, so executed forced landing safely. Signed L.14 which had been already signed by S.F. showing full tank. On checking fuel gauge when getting into a/c noticed float showed half way, but understood floats on N not reliable. A/C was flown safely back to base.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

53. No gas - insufficient refuelling.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL