

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 25 E.F.T.S. Assiniboia	COM. 4	PLACE 7 $\frac{1}{2}$ miles SW of M.A.	DATE 6-4-44	TIME 1345
A/C TYPE CORNELL II		NO. 10606	H.Q. FILE 1100-106-06	
		CRASH CAT. "A"	S.E. X	M.E.
			DAY X	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CATTERMOLE, G.S.	WO2	R119998	FI	Uninj.	NO. A.185	DATE 6-4
WALMSLEY, R.L.	LAC	R1805358	PP	Uninj.	D 14 (REVISED)	
					NO. 2	CHECKED <input checked="" type="checkbox"/>
					#6	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger	28119/6178 total.	69	125	750	25	990	147
		1	-	8	15	8	32

FORCED LANDING
TAXING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ
3RD
S
M

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Dual instructions on seq. 10,14,16,17,22.

NATURE OF ACCIDENT:

IM/P/ES/IM/D/E/AE

At about 4000 a/c was climbing at 80 m.p.h. 2100 R.P.M., R.P.M's fell off and pilot noticed smoke coming from right side and flames followed immediately after. Attempted to put fire out in the required manner failed. Instructor and student bailed out and a/c crashed immediately after.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2319

CAUSE: Engine failure was caused by #3 piston which broke at the boss. Crank shaft in turn pushed rod through both sides of crankcase causing oil to leak out and come in contact with exhaust manifold and caused fire in air almost simultaneously.

RECOMMENDATIONS: Investigating Officer is of opinion that this accident could not have been prevented.

REMARKS OF MANAGER: I concur.

CONCLUSIONS OF A.I.R.: A tree with findings.

CLASSIFICATION:

27. ~~Fire in the air.~~

18

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire - in air

28

ACTION TAKEN:

NIL