

ACCIDENT CLASSIFICATION

UNIT <b>132 Sqn</b>	COM. <b>W</b>	PLACE <b>Tofino</b>			DATE <b>14-4-44</b>	TIME <b>1330</b>			
					H.Q. FILE <b>1100-83-7</b>				
A/C TYPE <b>KITTYHAWK III</b>		No. <b>837</b>	CRASH CAT. <b>"D"</b>	S.E. <b>x</b>	M.E.	DAY <b>x</b>	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>THOMPSON, J.A.</b>		<b>ASA</b>	<b>J2970</b>	<b>P</b>	<b>Uninj.</b>		No. <b>A243</b>		
							DATE <b>14-4</b>		
							D 14 (REVISED)		
							No. <b>1</b>		
							CHECKED <input checked="" type="checkbox"/>		
							<b>#3</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Allison V1710-81F20R</b>		<b>1821/20330</b>		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				<b>32</b>	<b>17</b>	<b>43</b>	<b>-</b>	<b>709</b>	<b>66</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3rd  
S

Grid of numbered circles (1-32) and letters (A-D) along the top, bottom, left, and right edges of the form.

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

*CEA/10/10/11/10/11/10/11/10/11*

Transport to Patricia Bay.

*BACKFIRE OF ENGINE CAUSED COLD AIR DAMPER  
TO BECOME NIL CLOSED. WITH NO COLD AIR GETTING TO  
CARBURETOR MIXTURE WAS TOO RICH - ENGINE CUT.*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Engine warmed up at Dispersal maxi-  
mum boost 40" used. Engine ~~run~~ up to  
30" boost just prior to take-off, pilot  
throttled back to 20" boost released brakes  
and opened to 40". When tail came up on  
take-off slight signs of black smoke were  
noticed from the exhaust. Few seconds after  
airborne, engine quit completely, pilot immedi-  
ately throttled back and opened throttle  
slowly. Engine "blipped" once and again stopped.  
Pilot turned 50° onto other runway and touched down.

SUMMARY No.

Pilot then selected wheels up and stbd oleo collapsed,  
CLASSIFICATION: a/c ground looped to right of runway.

54. ~~Engine failure in the air.~~

*17*  
*N. Forced Landing*  
SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL

*26*  
*2 Engine Trouble - Accident*  
B.C.A. C. 100 (REV. 1984)  
7M-A-43 (3202) K.P. 5051  
H. Q. 295-L 20