

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S.		COM.	PLACE		DATE 18-5-44	TIME 0835		
Moose Jaw			4 R.L.G., Caron		H.Q. FILE 1300-BG433			
A/C TYPE		NO.		CRASH CAT.	S.E.	M.E.	DAY NIGHT	
OXFORD II		BG433		"B"		x	x	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
NEEDHAM, G.C.K.GB		P/O	163752	FI	Uninj.		NO. DATE	
BROOKS, A.T.		LAC	1821525	PP	Uninj.		A516 18-5	
							D 14 (REVISED)	
							NO. CHECKED	
							3	
							#10	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Cheetah X	A41102/A179021 Nil		INST.	NIGHT	ON TYPE		TOTAL	
	40177/A278096 Nil				SOLO	DUAL	SOLO	DUAL
			42	30	165	111	200	168
			11	4	-	7	41	58

ACCIDENT CLASSIFICATION

TYPE OF A/C
TYPE OF UNIT
CATEGORY

COMMAND
MONTH
STAGE OF FLIGHT

4
2
1
7
4
2
1
1
Forced Landing
Taxying
Landing
Take-off
Flight
Statry
Fatal
Inj.
3rd
5
2

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
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 X

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

OF M/R / P/CE/ET/MC/FH/O

Routine training flight.

NATURE OF ACCIDENT:

NIL
OF M/R / P/CE/ET/MC/FH/O ✓

Pupil pilot was overshooting while carrying out a powered approach. He was told to take overshoot action. He opened up to 1/2 throttle but port engine did not respond. Carb heat was being used air temperature 10° c, carb temp 10° c. Instructor took over and closed both throttles to check the swing. He then re-opened throttles, the port engine did not respond. Instructor closed both throttles decided to land straight ahead but omitted to maintain sufficient airspeed, a/c landed

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION: heavily on port u/c which collapsed.

29. ~~Overshooting runway.~~

1/ Overshoot

SECONDARY OR CONTRIBUTORY FACTORS:

~~14. Misuse of controls.~~

ACTION TAKEN:

~~32. Pilot error.~~

Log book endorsed. "Carelessness".