

ACCIDENT CLASSIFICATION

UNIT 18 S.F.T.S. Gimli	COM. 2	PLACE 1 mile N of Loni Beach, Gimli	DATE 24-9-44	TIME 1120
A/C TYPE ANSON II	NO. 7538	CRASH CAT. 755	H.Q. FILE 1100-75-38	
			S.E.	M.E.
			DAY	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
CRAIG, A.G.	F/O	J35695	FI	Uninj.	No. DATE
JOHNSON, J.E.	LAC	R250999	PP	Uninj.	No sig
					D 14 (REVISED)
					No. CHECKED
					CT2
					#25

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs L6MB	P19846/25958 Nil	96	72	22	494	146	622
	S16071/2253 Nil	26	16	86	51	120	86

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COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
INJURY
3rd
5

PURPOSE OF FLIGHT:

Seq. 18 (Dual instrument flying)

NATURE OF ACCIDENT:

Engines spluttered and cut out, fuel pressure was reading above normal and engines were being chocked by too much gas. In an effort to recover his engines pilot switched from outer to inner tanks and also switched from interconnecting to normal all to no avail. Pilot then selected a field and did a forced landing, wheels down, with no damage to his a/c. A/c after being fixed by maintenance was flown to the parent unit.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

27. Engine trouble - no damage.

TECHNICAL OFFICER'S REPORT:

Screw securing lower portion of relief valve body loosened off allowing valve piston to drop down, so that full fuel pressure was on both sides of relief valve rendering it ineffective.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

FB/AOP/ET/PM/O/E

SUMMARY No.

ACTION TAKEN:

NIL