

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 32 S.F.T.S. Moose Jaw	COM. 4	PLACE 6 miles NW of M.A.	DATE 12-9-44	TIME 0225
A/C TYPE OXFORD II		NO. BM781	H.Q. FILE 1300-BM781	
		CRASH CAT. "CM"	S.E.	M.E. X
			DAY	NIGHT X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MARTIN, J.H.	LAC	1624283	PP	Uninj.	NO. A961	DATE 12-9
					D 14 (REVISED)	
					NO. 1	CHECKED
					#2	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Cheetah	RC2042/A233730 slight AS18689/A134183 slight	18	21	81	72	135	106

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ.
3rd

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 RPT 31

PURPOSE OF FLIGHT:

Solo night navigation exercise.

TECHNICAL OFFICER'S REPORT

FB/AOP/PSF/N/E/ENK

NIL

NATURE OF ACCIDENT:

After being airborne for 1.30 hours pilot switched auxiliary tanks on with about 20 gallons shewing in each main tank. About 5 minutes later stbd engine cut out completely. Height 5,000'. A.S.L. pilot could find no cause for failure and attempted to reach base but could not maintain height. At 3,000ft decided to carry out forced landing and did so with aid of landing lights. No icing had been experienced and engines were running normally before failure occurred.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble - accident.

ACTION TAKEN:

NIL