

152 81 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

U124 Ferry Sqdn. Toronto, Detach.		COM. 1	PLACE 20 E.F.T.S. Oshawa, Airport		DATE 24-11-44	TIME 11.30
A/C TYPE CORNELL II		NO. 14591		CRASH CAT. "D"	H.Q. FILE 1100-145-91	
				S.E. X	M.E.	DAY X
						NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
LAWRIE, J.,	R/O	J21007	P	Uninj.	NO. A352	DATE 5-12
					D 14 (REVISED)	
					NO. 1	CHECKED
					6	

MONTH

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

INJURY 3rd

INJ.

INJ.

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Ranger 6-440	27334/4315 Ni1	150	100	1	150	250	1800

STAGE OF FLIGHT

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

Ferrying a/c

NATURE OF ACCIDENT:

Shortly after take-off engine lost power. As it was impossible to gain altitude Pilot carried out a low circuit. While A/C was turning into wind trouble became more pronounced and height could not be maintained. As a result the port wing brushed through a tree at the leeward edge of the field causing damage to the plywood skin.

CLASSIFICATION:

15. Force land

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

TECHNICAL OFFICER'S REPORT:

Summer screen was still fitted to the airscoop and it is possible that snow may have lodged in the screen, or that carburettor icing may have occurred.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LCO/ET/PM/Q/R/XFM

ACTION TAKEN:

Nil