

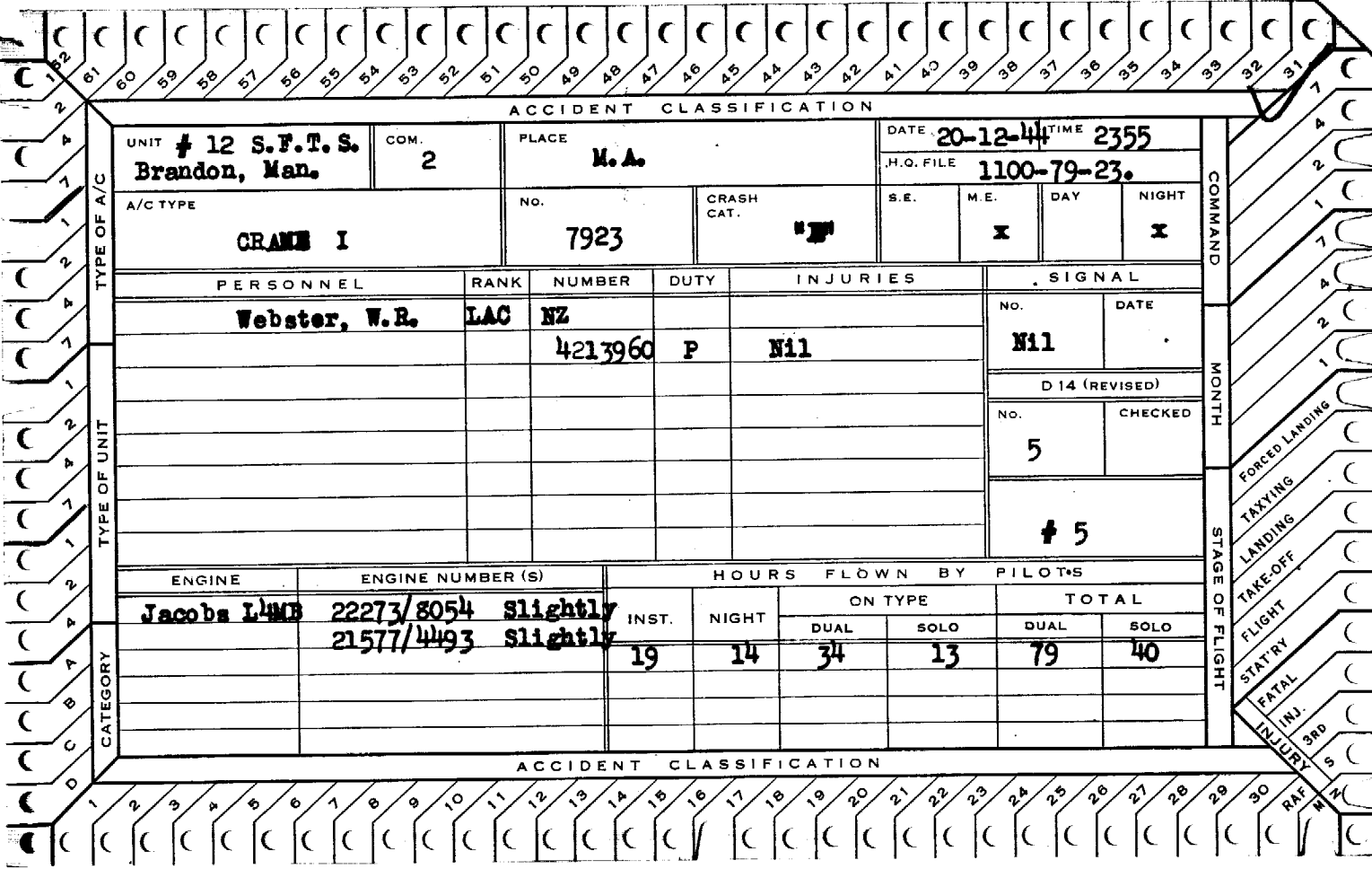
ACCIDENT CLASSIFICATION

UNIT # 12 S.F.T.S. Brandon, Man.		COM. 2	PLACE M.A.		DATE 20-12-44	TIME 2355			
A/C TYPE CRANE I		No. 7923	CRASH CAT. "J"		H.O. FILE 1100-79-23.	S.E.	M.E. X	DAY	NIGHT X
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Webster, W.R.		LAC	NZ		Nil		No. Nil	DATE	
			4213960	P			D 14 (REVISED)		
							No. 5	CHECKED	
							# 5		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Jacobs LAMB		22273/8054		Slightly		ON TYPE		TOTAL	
		21577/4493		Slightly		DUAL SOLO		DUAL SOLO	
				INST. NIGHT		34 13		79 40	
				19 14					

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3RD
5

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Night circuits and landings.

NATURE OF ACCIDENT:

Night flying forced landing on a clear night, caused by probable mishandling of controls on an overshoot procedure. One engine did not take and the a/c went out of control.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil.

00C/R/AOP/AOC/PSF/O/E/ES/MC/PHO

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2516

CAUSE: Loss of directional control after an engine failure at a low altitude and airspeed with wheels and flaps down.

Cause of engine failure could possibly be attributed to the harsh misuse of throttles after a long glide on a particularly cold night.

RECOMMENDATIONS: More assimilated single engine failure failures after take off.

REMARKS OF C.O.: I disagree with the I.O. as to the cause of the accident. For further remarks see Summary 2516.

CONCLUSIONS OF A.I.B.: Misuse of controls resulting in failure of one engine to catch when opened up.

ACTION TAKEN: