

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 10 S.F.T.S. Dauphin, Man.	COM. 2	PLACE 1 ml. E. of Winnipegosis, Man.,	DATE 17-3-45	TIME 1330
A/C TYPE CRANE I		NO. 8015	CRASH CAT. "A"	H.O. FILE 1700-8015
		S.E.	M.E. X	DAY X
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
STEPHENS, R.R.W., GB.	LAG	1806836	P.P.	KILLED	NO. A.43	DATE 16-3
					D 14 (REVISED)	
					NO. 2	CHECKED <input checked="" type="checkbox"/>
					2	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs	P.21918/4899	Totally		75	47	110	62
LAMB	S.21878/8066	Totally					

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRATRY
FATAL
INJ
3RD
INJURY

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 RAF

PURPOSE OF FLIGHT:

Height Test.

NATURE OF ACCIDENT:

According to civilian witnesses, a/c was seen gliding down as if to land with port engine on fire. Apparently a/c went out of control at low altitude and crashed into ground.

Cont'd.- approach, better visibility from the port side, and probable throttling back of the stbd. engine, creating a virtual glide approach.

CLASSIFICATION:

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire - In Air.

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8689
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT

Investigation
ILOC/ADC/RSE/L/E/EE/NK/1

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2546.

"Pupil pilot on height test ex. in Crane A/C develops fire in port engine, attempts forced landing, hits ground with port wing, crashed and burned out."

CAUSE:-

"Fire in air followed by attempt to force land."

RECOMMENDATIONS:-

"Nil"

CONCLUSIONS OF A.I.B.

A/C, on height test ex., developed fire behind port engine. P.P. flying solo, attempting to force land, lost control at low level and crashed. Cause of fire obscure. While poor airmanship might be deduced from the fact that Pilot made descent turning to port toward an apparently dead engine, procedure might be justified on grounds of greater ease of making a left hand circuit

ACTION TAKEN:

Nil