

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																		
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																		
TECH.	DISOB.	NEG NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND.O.	INSTS.	WEATHER	DRKNS.	AL'G SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	5	2	1
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										MISCELLANEOUS																									
CAUSES OF ACCIDENTS																																																	
UNIT No. 5 E.F.T.S. High River, Alta.										COM. # 4					PLACE 2 mi. W. Airport.										DATE 21-5-43					TIME 1000																			
A/C TYPE Cornell II										No. FH869					CRASH CAT. NIL					SE X		ME		DAY X			NIGHT																						
NAME										RANK		No.		DUTY		INJURIES										SERIOUS																							
Spooner, R.E.										P/O		J23538		PI		Nil										FATAL		INJURY																					
Piette, D.E.										F/S		2692		PP		Nil																																	
																<i>Approved for landing</i>										CARD SERIAL NO.																							
																										X																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																					
Cornell II FH869		Nil										INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																													
												70 127		111 11				165 1242																															
Ranger 6-440-C5		27965/6023		Serious								9 5		28 34				32 35																															
SIGNAL No. & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																								
NATURE OF ACCIDENT																																																	

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Routine Dual Instrument Flight.

OR COMMANDING OFFICER'S REPORT:

D-14 # 28.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Engine failure through low oil pressure. A/C was undamaged in forced landing. Pilots procedure good.

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

54. Engine failure.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

33. Technical defect.  
Pressure oil pump shaft (failed).  
Part No.5757. Bearings burned out of engine.

RECORDED BY

DATE

CHECKED BY

DATE