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|--------------------------------|----|--------------------|-------------|------------------|----|------------------------------------|----|------------------|----------|-------------|----|-----------------------|----|-----------|----------|----------------|----|-----------------------------|----|------------|------------------|-------------|----|------------|----|-------------|----|-----------|----|-----------|----|--------|--|--------------|--|-----------------|--|---------------|--|---------|--|-------|--|---------|--|-----------|--|-----------|--|------------|--|------------|--|----------|--|------------|--|--------------|--|---------|--|-------|--|---------|--|---------|--|--------|--|---------|--|--------|--|-----------|--|-------|--|-------|--|---------|--|--------|--|---------|--|----------|--|--------|--|--------|--|-------|--|-----|--|------|--|---|--|---|--|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | | JU | | TECH. | | DISOBN. | | NEGANCE | | 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 Q. | | INSTS. | | WEATHER | | DRKNS. | | ALG SURF. | | OTHER | | UNDTD | | PRIMARY | | TAXING | | LANDING | | TAKE-OFF | | FLIGHT | | STATRY | | FATAL | | INJ | | 3RD. | | 5 | | 1 | |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 4 B & G School | | | COM. | | | PLACE | | | | | | | | | | | | DATE 15-4-42 | | | TIME 1515 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fingal, Ont. | | | 1 | | | RCAF Melbourne Target area. | | | | | | | | | | | | H.Q. FILE 1100-17-47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | | No. | | | CRASH CAT. | | | SE | | | ME | | | DAY | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | | 1747 | | | B | | | x | | | | | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Erwin J.W. | | | | | | F/O | | C3164 | | P. | | Uninjured. | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Murray J.F.G. | | | | | | LAC. | | H112145 | | P.P. | | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rankin J.P. | | | | | | LAC. | | RAF116542 | | P.P. | | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | 1747 | | Slight | | | | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merlin | | 2243/118297 | | Serious | | | | | | | | 26 | | 20 | | | | 591 | | 188 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SIGNAL No & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A-45 | | | | 15-4-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

High level application exercise.

OR COMMANDING OFFICER'S REPORT:

R.170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Motor suddenly made an noise, clouds of smoke and oil issued from the engine cowling and a most excessive vibration set in. Pilot cut the switches and made a forced landing.

COMPOSITION:

FE/1101/1 411/1/1/1/1/1/1/1/1/1

RECOMMENDATIONS:

PRIMARY CAUSE:

Engine failure due to connecting rod breaking through the hump.

ACTION TAKEN:

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

Technical report submitted.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Forced landing with wheels retracted.

26. Engine trouble - Accident

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____