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TYPE OF A/C										TYPE OF ENGINE										CATEGORY																																									
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UNIT 147 (BR) Sqdn.										COM.					PLACE										DATE 28-8-42					TIME 1440																															
Sea Island, B.C.										W.A.C.					5 mi. E. of Aerodrome										H.Q. FILE 1100-90-66																																				
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NAME										RANK		No.		DUTY		INJURIES					SERIOUS																																								
Thomas, P.M.G.										P/O		J9391		P		Uninjured.					FATAL		INJURY																																						
Chamnen, C.D.										P/O		413532		Obs.		Uninjured.							1																																						
Smith, G.W.										SGT		R106796		WOAG		Slight.																																													
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NATURE OF ACCIDENT																																																													

CAUSES
 MISCELLANEOUS
 FLIGHT OF

HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 3RD. S.

DUTY ON WHICH ENGAGED:

Search patrol.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Forced landing due to engine and propellor failure. Propellor and reduction gear flew off STBD engine. Aircraft landed with u/c retracted.

PRIMARY CAUSE:

~~Pilot failed to follow correct single engine landing procedure.~~

17. Forced Landing

17

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft landed with u/c retracted.~~

26. Engine trouble - accident

COURT OF INQUIRY. INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

DATE: 28th - 29th August, 1942.

COMPOSITION:

Cl612 F/L Byers, A.G. No. 14 Squadron, R.C.A.F.Stn.
Sea Island, Eburne, B.C.

RECOMMENDATIONS:

1. That the oil consumption in engines of all a/c be closely checked and length of flights be limited to allow safe margin.
2. That all engines, aircraft No.147 Squadron having excessive oil consumption be replaced as soon as possible.

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.:-

This accident was caused by the pilot failing to carry out correct single engine procedure.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____