

ACCIDENT CLASSIFICATION

UNIT R.C.A.F. Stn. Mtn. View COM. 1 PLACE 1 mile south & 2 miles west of M.A. DATE 23.6.43 TIME 0835 H.Q. FILE 1100-98-72

A/C TYPE Bolingbroke IVT No. 9872 CRASH CAT. A S.E. M.E. DAY NIGHT X X

| PERSONNEL         | RANK | NUMBER  | DUTY | INJURIES                              | SIGNAL         |   |
|-------------------|------|---------|------|---------------------------------------|----------------|---|
| Jackson, C. (RAF) | SGT  | 1381865 | P    | Serious<br>Slight<br>Slight<br>Slight | NO.            | DATE  |
| Niven, C.S.       | LAC  | R174837 | NAV  |                                       | A134           | 23.6  |
| Meville, W.J.     | SGT  | R4295A  | NAV  |                                       | D 14 (REVISED) |   |
| Waring, G.F.      | LAC  | R167739 | NAV. |                                       | NO.            | CHECKED <input checked="" type="checkbox"/> |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS |       |         |      |       |      |
|--------|-------------------|-----------------------|-------|---------|------|-------|------|
|        |                   | INST.                 | NIGHT | ON TYPE |      | TOTAL |      |
|        |                   |                       |       | SOLO    | DUAL | SOLO  | DUAL |
|        |                   |                       |       |         |      |       |      |
|        |                   |                       |       |         |      |       |      |
|        |                   |                       |       |         |      |       |      |
|        |                   |                       |       |         |      |       |      |

ACCIDENT CLASSIFICATION

COMMAND MONTH STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJURY 3rd  
5



PURPOSE OF FLIGHT:

Routine gunnery exercise.

NATURE OF ACCIDENT:

Stbd propellor flew off in flight. Being unable to maintain height on port engine forced landed. Pilot could not make field and the a/c crashed on a foad and into an avenue of large trees which were the obstacle that prevented it from reaching the pre-selected field.

CLASSIFICATION:

~~54. Engine failure in the air~~  
*MISC. TECHNICAL*

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical Defect~~  
~~41. Hitting obstructions.~~  
*ENGINE TROUBLE - ACCIDENT*

R. C. A. F. L 20 (REVISED)  
7M-4-43 (3202) K. P. 5051  
H. Q. 685-L 20

TECHNICAL OFFICER'S REPORT:

reduction gear housing cut through approx. 3rd forward of flange which fits on front of crankcase. Believed failure of tab washer on bevel binion retaining nut, permitting nut and bevel pinion gear to back off and foul reduction gear housing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

*FM/AOP/PSU/EST/TA/D/2*  
Due to mechanical failure of reduction gears on stbd engine with resultant loss of propellor and gears. That due to the low air speed at the time of loss of propellor, pilot was unable to maintain air speed and height with the result a/c crashed and burned on landing.

RECOMMENDATION

Periodic inspection be given to the propellor reduction gear on this type A/C and engine.

Conclusions of A.I.B.

Agree. AMAE is having necessary modification to overcome this failure fitted as rapidly as possible.

ACTION TAKEN:

Nil

SUMMARY No. 1005