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ACCIDENT CLASSIFICATION																																	DATE 25.6.43		TIME 0540		COMMAND																								
UNIT 5 B.G.S.		COM. 2		PLACE M.A.			H.Q. FILE																																																						
Dafoe		Bolingbroke IVT			NO. 9999		CRASH CAT. B		S.E.	M.E. X	DAY X	NIGHT																																																	
PERSONNEL				RANK	NUMBER	DUTY	INJURIES		SIGNAL																																																				
Hierlmeier, G.G.				FO	J11037	P	Nil		NO.	DATE																																																			
Clow, F.W. (NZ)				LAC	427000		Nil		M.445		25.6																																																		
Battrum, J.				LAC	R168686		Nil		D 14 (REVISED)																																																				
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ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS				STAGE OF FLIGHT																																																				
Mercury XV		P.12046/S56914 Slight S.12054/S57104 Serious			INST.	NIGHT	ON TYPE		TOTAL		STAGE OF FLIGHT																																																		
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Hierlmeier, G.G.				FO	J11037	P	Nil		NO.	DATE																																																			
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Battrum, J.				LAC	R168686		Nil		D 14 (REVISED)																																																				
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ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS				STAGE OF FLIGHT																																																				
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					35	20	SOLO	DUAL	SOLO	DUAL	STAGE OF FLIGHT																																																		
							242	1	368	118	STAGE OF FLIGHT																																																		

COMMAND

MONTH

STAGE OF FLIGHT

Forced Landing  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ.  
3rd  
INJURY

TYPE OF A/C

TYPE OF UNIT

CATEGORY

RAF M N

PURPOSE OF FLIGHT:

Gunnery exercise.

TECHNICAL OFFICER'S REPORT:

Stbd. engine seized through loss of oil, undercarriage ram cylinder came in contact with main oil line from tank puncturing same at top connection.

NATURE OF ACCIDENT:

Stbd. engine seized due to loss of oil when oil line was broken. Pilot was unable to maintain altitude enough to make circuit of aerodrome and was forced to land in grass with wheels up. U/C started down on approach but pilot saw he was losing altitude to rapidly this way and was forced to retract it once more. Even with wheels up the A/C very nearly did not reach the aerodrome.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*10/11/43 / 10/11/43*

CLASSIFICATION:

~~54. Engine failure in the air.~~

MISC. TECHNICAL.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

~~33. Technical Defect~~

ACTION TAKEN:

Nil

ENGINE TROUBLE - ACCIDENT.