

ACCIDENT CLASSIFICATION

UNIT No. 123 Sqn.  
Debert, N.S.

COM.  
EAC

PLACE  
M.A.

DATE 16-7-43 TIME 1915 GMT

H.Q. FILE 1300-FF842

A/C TYPE  
Hurricane I

No.  
BW842

CRASH CAT.  
A

S.E.  
X

M.E.

DAY  
X

NIGHT

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

Hunter, J.

P/O

J21851

P

Severely

No.  
A138

DATE  
16-7

D 14 (REVISED)

No.  
2

CHECKED  
1

119

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Merlin 9455/4501 Total

INST.

NIGHT

ON TYPE

TOTAL

SOLO

DUAL

SOLO

DUAL

35

21

2

-

252

116

365

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY

FATAL  
INJ  
INJURY  
3RD  
RAT  
M

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

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

*27 APR 1943 / 10 AF / 10 AF / 10 AF / 10 AF*

PURPOSE OF FLIGHT:

Practice flight.

TECHNICAL OFFICER'S REPORT:

Disintegration of the big end bearing of No. 4 connecting rods, resulting in the breakage of No. 4 cyl. "B" bank and crankcase. Oil and glycol were thrown against generator, causing the fire.

NATURE OF ACCIDENT:

After flight of 1 hr. 15 mins. joined circuit and noticed that oil pressure had dropped to 50 lbs. per sq. inch. Explosion occurred and A/C caught fire. Pilot lowered U/C and flaps to 60° and switched off engine intending to land on nearest runway. Under-shot due to vision being obscured by smoke and flame and stalled onto a road, bordering airport, crashing into a fence and stopping about 70 yds. from end of runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 105

RECOMMENDATIONS

That the minimum oil pressure on R-R Merlin engines not modified by the drilling of additional oil outlet passages on Nos. 3 and 4 crankpins be raised to 75 lbs. per sq. in.

CONCLUSIONS OF A.I.B.

This A/C was U/S and should not have been flown. Had been a history of oil pressure trouble, cause of which was not discovered. Oil in tank had been changed but engine was not run up for ground test before flight. P/O B.H.H. Cavendish, RAAF, 650580 AC1 Riggs, E.D. & 1034625 AC1 Bridges, F.M.E. showed great gallantry in removing cockpit hood and extricating pilot from burning a-c.

CLASSIFICATION:

~~27. Fire in the air.~~

*17. Forced Landing 17*

SECONDARY OR CONTRIBUTORY FACTORS:

~~21. Inability to maintain equilibrium.~~

*26. Engine trouble - Accident*

ACTION TAKEN:

Nil