

ACCIDENT CLASSIFICATION

UNIT 10 B.G.S. Mount Pleasant	COM. 3	PLACE 8 miles N of M.A.	DATE 11-1-44	TIME 1145
A/C TYPE BOLINGBROKE IV		NO. 10176	CRASH CAT. "C"12	H.Q. FILE 1100-101-76
		S.E. x	M.E. x	DAY x
		NIGHT		

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
Moyer, J.D.	F/S	F94986	P	Uninj.		
McLeod, D.E.	P/O		AG	Uninj.	AC. 80	11-1
					D 14 (REVISED)	
					No.	CHECKED
					1	<input checked="" type="checkbox"/>
					#4	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Bristol Mercury XV	185090/3528547 232572/354612Z	42	300	198	2	1058	117

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

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
 FORCED LANDING
 TAXIING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 INJURY 3rd

PURPOSE OF FLIGHT:

Target a/c on ~~canam~~ gun exercise.

TECHNICAL OFFICER'S REPORT:

04/10/55/KL/MS

NATURE OF ACCIDENT:

A/C was taking off from aerodrome. Stbd engine failed just after a/c became airborne and the pilot was unable to maintain height on remaining engine. Was therefore, forced to land again at once in area off end of runway with the u/c partially retracted. Pilot was using full boost (5 lbs per sq. inch) full rich mixture

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

NOTE: Sparking plugs Type Lodge RZ10/1.R appeared to be a poor type of plugs for the Mercury engine. From observation at this Unit this type of plug appears to give trouble after 40 hours flying.

CONCLUSION OF A.I.B. (a) This cause of accident was failure of the stbd. engine as the a/c became airborne. (b) The reason for engine failure was fouled sparking plugs. This was aggravated by the engine idling too long before take-off.

(c) That the engine was not cleared properly after long idling period before take-off.

RECOMMENDATIONS. That sparking plugs, lodge RZ10/1.R used on Mercury engines be cleaned and retested at every 40 hour or minor inspections.

CLASSIFICATION:

~~13. Engine failure.~~

12. Forced land

15

SECONDARY OR CONTRIBUTORY FACTORS:

~~31. U/C down but not fully retracted.~~

Agree.

ACTION TAKEN:

Nil