

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

TYPE OF A/C	UNIT 1 O.T.U. Bagotville		COM. E	PLACE 1 mile S of St.Nazaire		DATE 28-1-44	TIME 1320 GMT		COMMAND	
	A/C TYPE HURRICANE XIIA		No. BW856	CRASH CAT. "C"		H.Q. FILE 1300-BW856	S.E. X	M.E. X		DAY X
TYPE OF UNIT	PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH
	OSBORNE, W.W. AUS P/O			430047	P	Uninj.		No. A.239	DATE 28-1	
CATEGORY	ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				FORCED LANDING	
	Packard Merlin		AC4147767/A3740 serious		NIGHT	ON TYPE		TOTAL		
				42	18	32	-	148	111	TAXIING
										LANDING
										TAKE-OFF
										FLIGHT
										STATRY
										FATAL
										INJ.
										3RD
										5
										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 REF M X

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: *FB/AOP/ES/OM/D/E/*

DoK/B

Formation flying.

Connecting rod failure.

NATURE OF ACCIDENT:

Pilot reports forced landing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 165

A/C taxied out and took off. About 40 minutes later he heard what seemed to be an explosion in the engine which started to vibrate violently. Power fell off but the engine continued to turn over. A rapid cockpit check revealed no irregularities in the instrument readings and apart from the loss of power and the vibration everythings seemed to be in order. Engine failed to pick up and a/c was forced landed with u/c feathered.

CONCLUSIONS OF A.I.B. This accident was the result of engine failure which in turn had was due to failure of the oil supply, the oil having been lost through failure of the flexible hose in the scavenge system. Failure of the hose was in part due to high pressure developed in the scavenge system due to restrictions which hampered the flow of oil under cold weather conditions and in part to faulty installation of the hose. Agree.

CLASSIFICATION:

- ~~54. Engine failure in the air.~~
- 17. Forced Landing* (17)

RECOMMENDATIONS (a) The scavenge oil system on Hurricane a/c be modified by (i) re-routing the oil by-passed by the viscosity valve directly to the tank.

SECONDARY OR CONTRIBUTORY FACTORS:

- ~~34. Wheels up landing.~~
- No. Engine Trouble accident* (26)

ACTION TAKEN: For further information see Summary 165

Nil