

ACCIDENT CLASSIFICATION

UNIT RCAF Detachment	COM. 4	PLACE Suffield	DATE 10-2-44	TIME 1600
A/C TYPE BOLINGBROKEIVT	NO. 9901	CRASH CAT. OB	H.Q. FILE 1100-99-01	S.E. M.E. DAY NIGHT
				x x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
MOLLAND, C.E.	P/O	C39152	P	Uninj.	NO. DATE
BOOTH, A.	F/O	J21040	BOMB	Uninj.	A.5 10-2
CARDELL, G.S.	SGT	R50949	WOP	Uninj.	D 14 (REVISED)
MITCHELL, C.A.	SGT	M36658	OB	Uninj.	NO. CHECKED
					1 ✓
					#5

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Mercury XV	2923/56644 serious	123	26	528	2	991	136
	2874/56584 "						

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TYPE OF A/C	TYPE OF UNIT	TYPE OF FLIGHT	STAGE OF FLIGHT

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STRATRY
FATAL
INJ.
INJURY

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

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 RAF

PURPOSE OF FLIGHT:

Cooling trials.

NATURE OF ACCIDENT:

All engine instruments were reading correctly and there was no warning of impending failure. Forced landing carried out successfully on runway on one engine.

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

33. Technical defect.

TECHNICAL OFFICER'S REPORT:

Loss of propellor and reduction gear from port engine at 1400' above terrain. Lost parts not yet recovered, so cause cannot be established.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 169

Circumstances: When pilot found prop. missing, he immediately cut switches and turned off fuel, but before this procedure could be carried out, engine stopped. He states that all instruments were operating normally, also engine, prior to failure.

CONCLUSIONS OF A.I.B.: (a) As there was no oil remaining in the port tank and very little (approx. 1 gal.) found in the sump and oil lines, it would indicate the breaking away of the reduction gear housing was primarily caused by failure of oil supply. (b) cause may be clarified when engine is dismantled. (c) No daily record kept of amount of oil used in individual a/c at this unit, therefore it is hard to establish whether there was sufficient quantity of oil in port tank to undertake this flight. Altho the

ACTION TAKEN: D.I. showed both tanks "full" even after forced landing had occurred, the stbd still contained approx. 5 gals.