

ACCIDENT CLASSIFICATION

UNIT 145 Sqn	COM. E	PLACE Dartmouth	DATE 16-2-44	TIME 1610 GMT
A/C TYPE VENTURA GRV			H.Q. FILE 1100-22-08	
No. 2208		CRASH CAT. "A"	S.E.	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ASHWORTH, HRH	F/O	J25274	P	Uninj.	No. M.738	DATE 16-2
THORNDYCRAFT, R.G.	P/O	J27140	NAV	Slight	D 14 (REVISED)	
CARNEY, W.F.	F/O	J13686	WOAG	Slight	No.	CHECKED
FLUELLING, G.H.	F/O	J13687	WOAG	Uninj.	2	
MOFFATT, L.C.	F/S	R133351	WOAG	Uninj.	#8 CR	16/2/5

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
P & W Double	5629/7586	total					
Wasp R2800-31	5630/2589	"					
		47	37	59	17	289	142

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAKING
LANDING
TAKE-OFF
FLIGHT
START BY
FATAL
INJ.
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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 M S X

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Operational patrol.

NIL OS/P.../ES.../US.../CN
CN

NATURE OF ACCIDENT:

With 50" of boost and 60 kts on take-off run, port engine failed causing a/c to swing to the left towards a snow bank. Pilot closed throttles but was unable to correct the swing. Snow tore off a drop tank and u/c. Fuel spilled which probably caused fire. Depth charge exploded completely demolished a/c.

FINDINGS:

SUMMARY No.

CAUSE: Port engine failure. RECOMMENDATIONS:

That Flying Control Officer on duty at time of a crash on M.A. be required to check and ascertain before any fire or explosion if possible, if all aircraft crew are clear of crash.

FINDINGS: P. Engine failed just after commencing take-off causing a/c to swerve to port, following which it ran through a big snow bank and ended in another. Crash Truck could have been at a/c when it came to rest but stopped 150 yds. away and before a/c came to rest, made no attempt to extinguish fire. Madeno attempt to check if any of crew were still in a/c. This raises question, since Crash Crews are permitted to make their own decisions, whether the majority of crews will act the same as this one did.

CLASSIFICATION:

~~13. Engine failure.~~

16 Others

SECONDARY OR CONTRIBUTORY FACTORS:

~~9. Swinging.~~

~~42. Fire after landing.~~

26 Engine Trouble - Accident

ACTION TAKEN:

NIL