

ACCIDENT CLASSIFICATION

UNIT A.T.T. Det.
Greenwood N.S.

COM. E.A.C.

PLACE 4 miles S
Bridgetown, N.S.

DATE 4-4-44 TIME 1045

H.Q. FILE 1100-54-71

A/C TYPE

Hurricane, XII

NO.

5471

CRASH CAT.

"B"

S.E.

M.E.

DAY

NIGHT

x

x

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

Matton, P.W.C.

Sgt

1502449

P

Nil

NO.

T570

DATE

5-4

D 14 (REVISED)

NO.

CHECKED

3

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Packard
Lerlin

19256/A509 Seriously

INST.

NIGHT

40

21

ON TYPE

TOTAL

SOLO

DUAL

SOLO

DUAL

55

-

152

129

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDINGS

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATIONARY

FATAL

INJ.

3rd

5

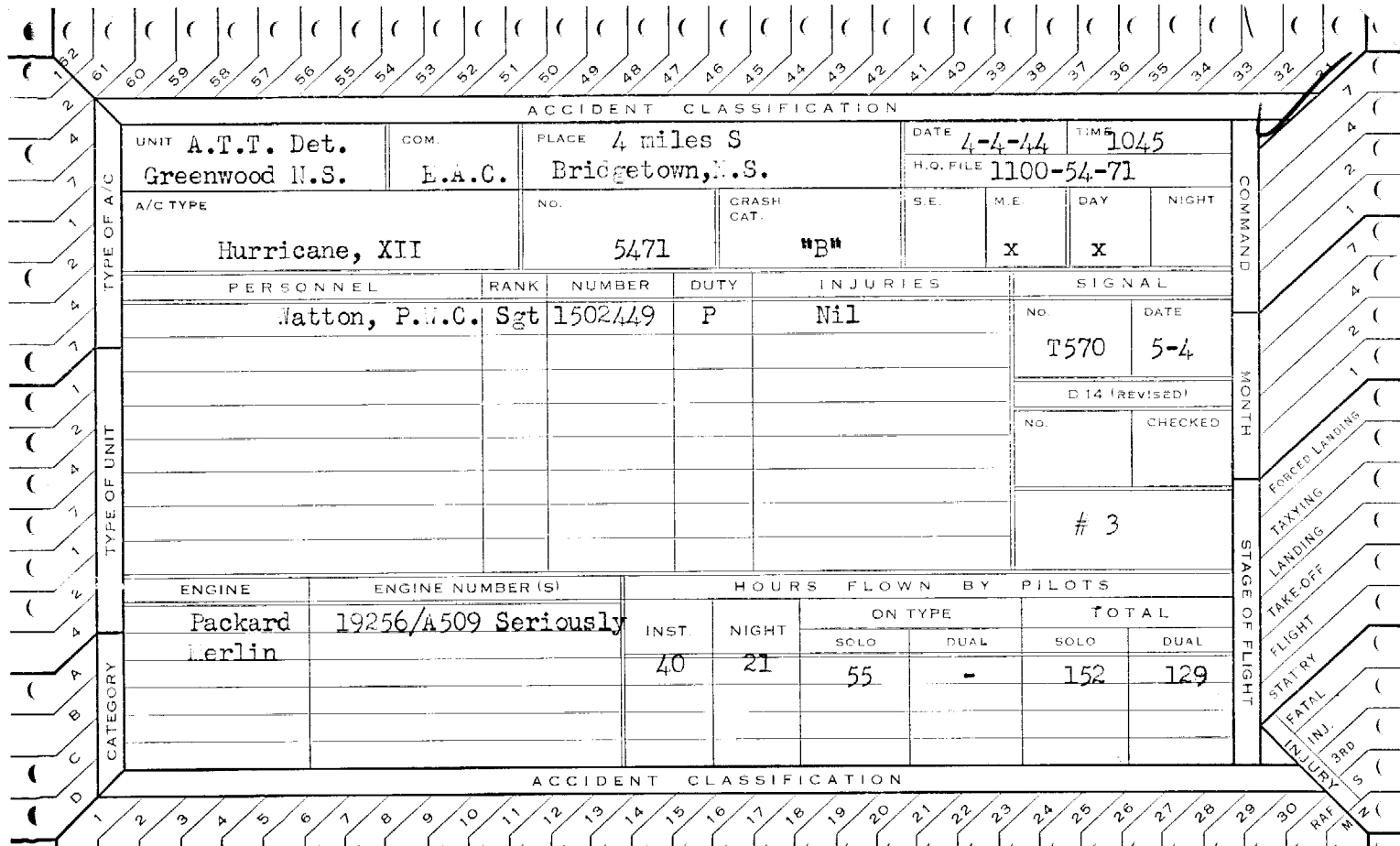
RAF

M

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Squadron Height Climb.

NATURE OF ACCIDENT:

A/C forced landing.

Forced landed because of apparant overheating due to high indicated radiator temp.

TECHNICAL OFFICER'S REPORT:

White smoke pouring from breather on stbd side. No external glycol leaks found and spark plugs removed no indication of internal coolant leak found. Rad. temp. gauge calibrated found to be 15°C slow.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

Engine running very rough and ~~streaming~~ streaming glycol. Pilot decided to force land as he was 22 miles from base over rough terrain at 3000'. As gauge read 15° low, temp. may have been too high on take off causing relief valve to operate.

CLASSIFICATION:

~~2. Technical defect.~~

(17)

17. Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

(26)

26 Engine Trouble-Accident

ACTION TAKEN:

Nil.