

## CASPIR Aircraft Accident Cards

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**Serial:** 3619

**Title:** Fleet Fort serial:3619 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1944-April-05. Fleet Fort II s/n 3619. This accident involved 2 people. Ball JB, Murray AD

**Keywords:** RCAF Fleet Fort II,3619,3 WS,3 Wireless School,Carman,1944-April-05,Ball,MurrayRCAF L20

**Created:** 1944-04-05

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000741#3619>

ACCIDENT CLASSIFICATION

|                                 |  |                       |                          |                       |                             |                  |                |
|---------------------------------|--|-----------------------|--------------------------|-----------------------|-----------------------------|------------------|----------------|
| UNIT <b>3 W.S.<br/>Winnipeg</b> |  | COM. <b>2</b>         | PLACE <b>W of Carman</b> |                       | DATE <b>5-4-44</b>          | TIME <b>1400</b> |                |
| A/C TYPE <b>FORT II</b>         |  | NO. <b>3619</b>       | CRASH CAT. <del>1</del>  |                       | H.Q. FILE <b>1100-36-19</b> |                  |                |
| PERSONNEL                       |  | RANK                  | NUMBER                   | DUTY                  | INJURIES                    |                  | SIGNAL         |
| <b>BALL, J.B.</b>               |  | <b>WO2</b>            | <b>R116229</b>           | <b>P</b>              | <b>Uninj.</b>               |                  | NO. DATE       |
| <b>MURRAY, A.D.</b>             |  | <b>LAC</b>            | <b>R252325</b>           | <b>WO</b>             | <b>Uninj.</b>               |                  | <b>No sig</b>  |
|                                 |  |                       |                          |                       |                             |                  | D 14 (REVISED) |
|                                 |  |                       |                          |                       |                             |                  | NO. CHECKED    |
|                                 |  |                       |                          |                       |                             |                  | <b>2</b> ✓     |
|                                 |  |                       |                          |                       |                             |                  | #2             |
| ENGINE                          |  | ENGINE NUMBER (S)     |                          | HOURS FLOWN BY PILOTS |                             |                  |                |
| <b>Jacobs L6MB</b>              |  | <b>17903/9276 Nil</b> |                          |                       |                             | ON TYPE TOTAL    |                |
|                                 |  |                       |                          | INST.                 | NIGHT                       | SOLO             | DUAL           |
|                                 |  |                       |                          | <b>50</b>             | <b>15</b>                   | <b>1063</b>      | <b>15</b>      |
|                                 |  |                       |                          |                       |                             | <b>1354</b>      | <b>122</b>     |

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ

3rd

INJURY

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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:

Wireless exercise.

NATURE OF ACCIDENT:

Pilot reported oil started to blow out over cockpit, and oil pressure dropped to zero, so immediately shut off the engine and effected safe landing. After changing oil line, a/c was flown back to base.

TECHNICAL OFFICER'S REPORT:

Oil pressure line from constant speed unit to firewall, Port part No. 60 M 584-3, had even weakened by chafing against an electrical cable covered with metal braid. Oil pressure line is of light weight rubber

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*FE/ET/CO/PA/NA*

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL