

ACCIDENT CLASSIFICATION

UNIT # <b>6 B.G.S. Mountain View</b>	COM. <b>1</b>	PLACE <b>2 miles SW of M.A.</b>	DATE <b>11-8-44</b>	TIME <b>1130</b>
A/C TYPE <b>ANSON II</b>			No. <b>8226</b>	CRASH CAT. <b>*A*</b>
			H.Q. FILE <b>1700-82-26</b>	
			S.E.	M.E.
			DAY	NIGHT
			<b>X</b>	<b>X</b>

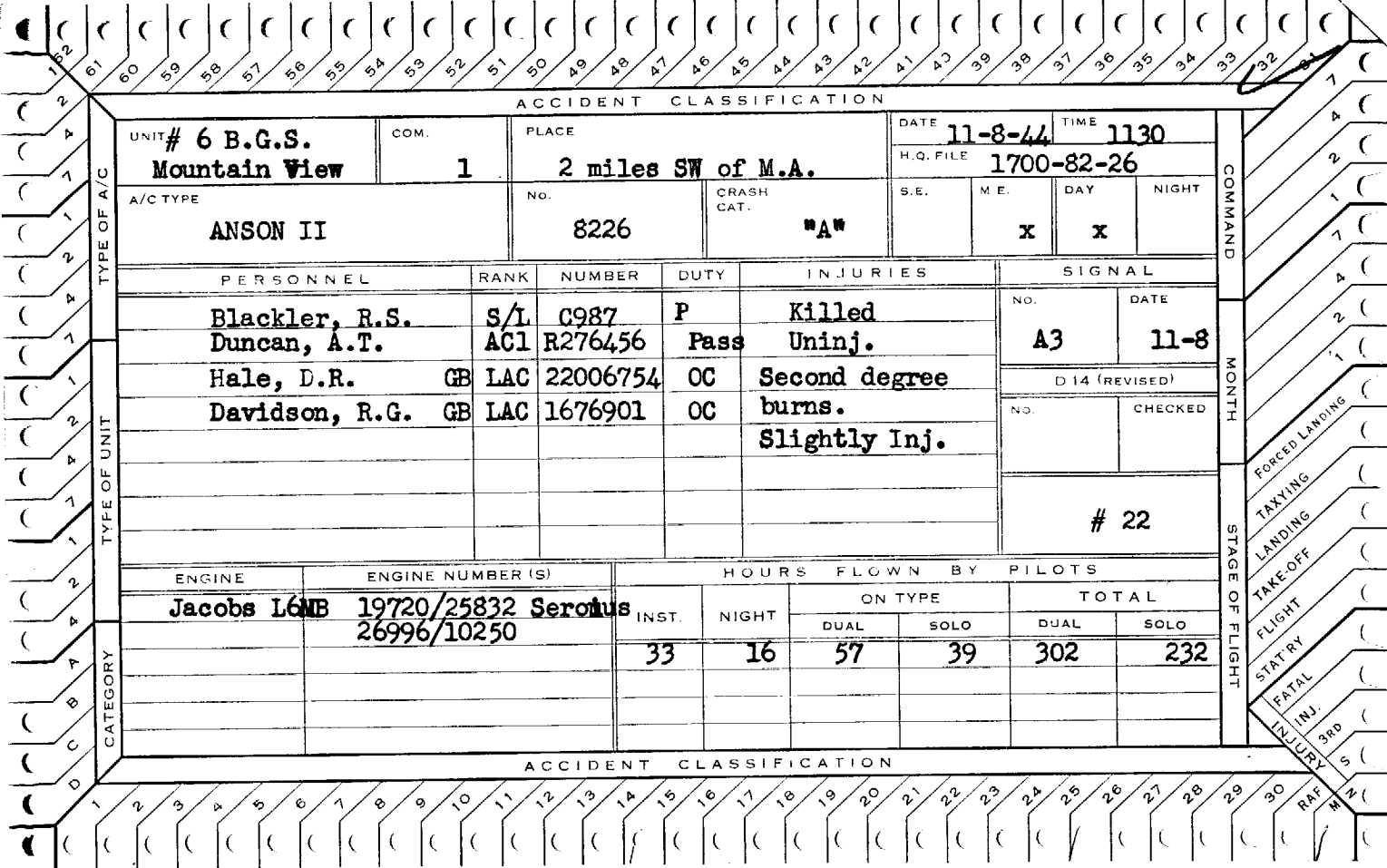
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Blackler, R.S.</b>	<b>S/L</b>	<b>C987</b>	<b>P</b>	<b>Killed</b>	No. <b>A3</b>	DATE <b>11-8</b>
<b>Duncan, A.T.</b>	<b>AC1</b>	<b>R276456</b>	<b>Pass</b>	<b>Uninj.</b>	D 14 (REVISED)	
<b>Hale, D.R.</b>	<b>GB LAC</b>	<b>22006754</b>	<b>OC</b>	<b>Second degree</b>	No.	CHECKED
<b>Davidson, R.G.</b>	<b>GB LAC</b>	<b>1676901</b>	<b>OC</b>	<b>burns.</b>	<b># 22</b>	
				<b>Slightly Inj.</b>		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Jacobs L6MB</b>	<b>19720/25832 Serotus 26996/10250</b>	<b>33</b>	<b>16</b>	<b>57</b>	<b>39</b>	<b>302</b>	<b>232</b>

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COMMAND  
 MONTH  
 STAGE OF FLIGHT

FORCED LANDING  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STRATRY  
 FATAL  
 INJ.  
 3rd  
 INJURY



PURPOSE OF FLIGHT:

Routine bombing exercises.

NATURE OF ACCIDENT:

A/C climbed to between 400 and 500 ' and proceeded to turn S, being to left. Evidence shows that during this turn the port engine lost revs. the propellor diminishing in speed until two of occupants could practically count the revolutions of props. Pilot had intimated to LAC Davision in the cockpit's seat that he would have to return to base. Continued circuit facing east, lost height rapidly even with stbd. motor functioning and it seems apparent from

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evidence that F.L. became necessary. Undershot field landing downwind and stbd wind and nose seemingly struck rail fence and ground simultaneously.

SECONDARY OR CONTRIBUTORY FACTORS:

15. Forced Land.

26. Engine trouble - Accident.

TECHNICAL OFFICER'S REPORT:

OFM/AOP/PSFP/E/ES/PSDP/CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2443

CAUSE: Engine failure of port engine caused forced landing. Pilot undershot field down wind and crashed in belly landing resulting in fire.

RECOMMENDATIONS: Value of this recommendation would

have to be weighed and investigated to see if the advantages would cut weight the disadvantages. In event of a forced landing from low altitude with new type of practice bombs in their racks, might the bomb doors be left open on take-off when doing these exercises. Interrogation of the staff pilots proved to I.O. that little difference was made in climb if these doors were left open

CONCLUSIONS OF A.I.B.: Agree with findings.

ACTION TAKEN: