

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

ACCIDENT CLASSIFICATION

UNIT <b>RCAF Detach. Suffield, Alta</b>	COM. <b>2</b>	PLACE <b>M.A1</b>	DATE <b>24-8-45</b>	TIME <b>1210</b>
A/C TYPE <b>BOSTON IV</b>		NO. <b>BZ 410</b>	CRASH CAT. <b>"A"</b>	H.Q. FILE <b>1300-BZ 410</b>
		S.E.	M.E.	DAY NIGHT
			<b>x</b>	<b>x</b>

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>HOLLINGSHEAD, G.H.,</b>	<b>F/O</b>	<b>J26788</b>	<b>P.</b>	<b>Slightly</b>	NO.	DATE
<b>SYMES, F.H.,</b>	<b>F/O</b>	<b>J43548</b>	<b>Obs.</b>	<b>Slightly</b>	<b>A.106</b>	<b>24-8</b>
<b>MILLER, G.R.,</b>	<b>F/S</b>	<b>R126314</b>	<b>Obs.</b>	<b>Slightly</b>	D 14 (REVISED)	
					NO.	CHECKED
					<b>1</b>	
					<b>1</b>	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Wright</b>	<b>159719/Totally</b>						
<b>Cyclone</b>	<b>159726/Totally</b>						
<b>2600-23</b>		<b>57.</b>	<b>56.</b>	<b>1.</b>	<b>5.</b>	<b>165.</b>	<b>618.</b>

FORCED LANDING  
LANDING  
TAKE-OFF  
FLIGHT  
FATAL INJ.  
INJURY

ACCIDENT CLASSIFICATION

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 4

PURPOSE OF FLIGHT:

Bobbing Trial

TECHNICAL OFFICER'S REPORT:

<sup>P</sup>IM/ADP/PCDE/ES/PS/PC1

NATURE OF ACCIDENT:

Loss of fuel pressure.

Both engines cut almost simultaneously and despite all efforts of changing selectors and switching on auxiliary fuel pump, the engines failed to pick up. Pilot ordered the crew to abandon the a/c and abandoned it himself.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CAUSE: Total engine failure due to lack of fuel at engines. Lack of fuel reaching engines obscure, but strong possibility due to pilot's inexperience on type.

CONCLUSIONS OF INVESTIGATING OFFICER:

This Unit was not adhering to pilot's operating instructions for Boston a/c, in that they were using main tanks for run-up-take-offs, climb, flight and landing, whereas these instructions provide that these run-up takeoff climb & landings are to be on mains while flight in to be on aux. tanks thus conserving fuel in main tanks for final operation and landing. Both F/O Symes & F/S Miller abandoned incorrectly; feet first, instead of head first.

ACTION TAKEN:

*Investigation*

CLASSIFICATION:

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS: