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TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	
UNIT #2 B & G School		COM.		PLACE		DATE 8-12-40		TIME 1500		18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1			
Mossbank, Sask.		4		14 mi. outside Virden		H.O. FILE 1100-5-32				18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1			
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

IO4/HOP/PM/ES/SL/D/I

Ferrying aircraft

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Court of Inquiry.

5-1-41

COMPOSITION:

Wing Commander W.A. Jones.

President

Flying Officer D.W. Roberts.

Member

Pilot Officer A.C. McClaskey.

Member

RECOMMENDATIONS:

Engine failed and dense smoke and fumes following engine seizure obliterated pilot's vision, and he was forced to bail out before he could execute a forced landing. He jumped from an altitude of 600 ft. and was knocked out on alighting

Particular attention to be paid to No. 4 T.C.T.I. B.6 Running and Testing of Aero Engines on the ground Completion of Daily Inspection Certificate from time Aircraft accepted by RCAF Test Flight until date of ferry flight should show whether these regulations have been complied with.

PRIMARY CAUSE:

Engine failure caused by glycol leaks into engine base followed by overheating of connecting rod bearings with resulting seizure.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

AMT on 1100-17-32 dated 3-3-41 states that one of the main causes of glycol leaks in Merlin engines is due to the excessive ground idling, and that special attention should be drawn to T.C.T. 1 B.6 of 14-8-40, in this respect.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE