

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2																		
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	31																		
TECH.		DISOB.	NEG/NCE	INEXP/NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HANDO.	INSTS.	WEATHER.	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	5
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																		
CAUSES OF ACCIDENTS																																																
UNIT R.C.A.F. Station ^{60M.} Dartmouth, N.S. E										PLACE 200 yds, from Dartmouth Aerodrome.										DATE 26-2-41 TIME 1346 H.Q. FILE II00-16-78																												
A/C TYPE Fairley Battle										No. 1678					CRASH CAT. R					SE x		ME		DAY x		NIGHT																						
NAME										RANK		No.		DUTY		INJURIES					SERIOUS																											
Parker, B.O.										F/L		C2647		P		Uninjured					FATAL		INJURY																									
Speight, M.										LAC		10311		AO		Uninjured																																
																					CARD SERIAL NO.																											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																																						
F. Battle 1678		2678		Serious		D.6	26-2-41			INST. NIGHT		ON TYPE		TOTAL		LAST 6 NOS.																																
Merlin III		8078/9439		Totally.								DUAL SOLO		DUAL SOLO																																		
												126 9		133																																		
SIGNAL No & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																							
332 26-2-41					A454 26-2-41																																											
NATURE OF ACCIDENT																																																

DUTY ON WHICH ENGAGED: Target towing flight.

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

OFM/AOP/PCDEJ

Court of Inquiry .

IES/IM/PK/O

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Engine forced landed due to engine failure immediately after take off and crashed into trees 200 yards from airport.

Flight Lieutenant M.P. Martyn, President.
Flying Officer E.V. Mackenzie, Member
Flying Officer J.O.L. Bourbonnais, Member.

RECOMMENDATIONS:

The court recommends that there be better supervision in the matter of maintaining maintenance and inspection schedules.

There were unexplained loose tappets/nuts for number one cylinder.

PRIMARY CAUSE:

Engine failure. due to a fracture of the crankshaft. The fracture was a fatigue fracture at the centre journal.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Maintenance records were not kept accurately. The pilot used incorrect procedure to take-off.

The wrong flying habits of this and other pilots have been pointed out and corrected. Pilot states he reduced speed to 2800 r.p.m after t.o. and the boost pressure at t.o was 3 lbs/sq". D/DED states min. 2 1100-16-78 , 12-5 -41, this is peculiar as ~~max. engine speed is~~ 2850 r.p.m. fro t.o., and with the standard airscrew setting, this can only be reached at t.o. with a boost of 6 ¹/₄ lbs/sq".

RECORDED BY

DATE

CHECKED BY

DATE