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TECH.		DISOB.		NEG/ICE		INEXP/ICE		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'R SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UNDTD		PRIMARY		HAND. O.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UNDTD		PRIMARY		TAXIING		LANDING		TAKE-OFF		FLIGHT		STAT'RY		FATAL		INJ.		3RD.		RAF		2	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																			
CAUSES OF ACCIDENTS																																																																																																	
UNIT # 2 B & G				COM. 4		PLACE 300 yds. North of										DATE 10-4-41		TIME 11.00																																																																															
Mossbank, Sask.						Control Tower.										H.Q. FILE 1100-17-64																																																																																	
A/C TYPE				No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																			
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																					
Battle		1764		Serious		R170						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																															
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10-4-41				A18 10-4-41																																																																																													
NATURE OF ACCIDENT																																																																																																	

DUTY ON WHICH ENGAGED:

Routine Bombing Exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft forced landed and undershot field. When pilot had noticed that his oil pressure and temperature had risen above normal, he immediately returned to the aerodrome. After taking necessary steps before landing he noticed smoke and fumes from the engine and the engine stopped. He

PRIMARY CAUSE:

LANDED 300 YARDS SHORT OF RUNWAY

Engine Failure.

DAMAGING AIRSCREW.

ONE OF THE BEARINGS FAILED AS A RESULT OF GLYCOL MIXING WITH THE OIL AND CAUSING A SLUDGE TO FORM; A CONNECTING ROD WAS THROWN BREAKING THE CRANK-CASE WITH THE RESULT THAT THE ENGINE FAILED.

DATE:

COMMANDING OFFICERS STATEMENT.

COMPOSITION:

10-4-41

FLIGHT LIEUTENANT (W.M. PENMAN.)

RECOMMENDATIONS:

LEM/AOI/ES/FT/MR/I

ACTION TAKEN:

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

No action taken as this accident was due to an error of judgement on the part of the pilot, although primary cause was engine failure.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AN ERROR OF JUDGMENT ON THE PART OF THE PILOT IN THAT HE LOWERED HIS FLAPS FULLY, WHEREAS HAD HE NOT DONE SO HE WOULD HAVE REACHED THE FIELD.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_