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|-------------|--|--|--|--------------------------------|---------------------|--------------|---------------|------------|--|---------------------|-------|------------------|---------------------------------------|------------------|
| ه 🛴 | PILOT | OTHERS | Ť | | RFRAME | | LURE | <u> </u> | / | ENG | | FAILU | | |
| PE OF A | UNIT 127 Gang | | сом. | li li | ses o LACE 6 miles | | b of (| | DATE H.Q. | 14.3 | 1100! | IIME 15 54-30 | | NATO NAST SERVED |
| | A/C TYPE Hui | rricane I | IB | N | ^{10.} 5430 | | CRASH CAT. | В | SE | M E | D/ | | NIGHT | コムエムコ ノスタフ |
| $^{\prime}$ | | NAME | | RANK | No. | DUTY | | ULNI | RIES | | | SERIC | ous | O DR HS |
| SINE | Bockma | an, F.G. | | Sgt | R126797 | Р | Nil | | | | F | ATAL | אאַטראן | A C S E G O THE |
| E OF ENGIN | | | | | | | | | | | | CAR SERIA | | S STANGO |
| ` ∤⊧ | TYPE A/F | TYPE A/F NO EXTENT | | | PORT SERIAL | | | НО | URS FI | JRS FLOWN BY PILOTS | | | | 1 1 / 8 / |
| 2 | & engine Hurrican | No. | of DAMAG | GE FO | ORM No. | DAT | - !! | ST. NIGHT | ØÑ. | TYPE SOLO | TO | TAL | LAST 6 MOS. | T N TAKE |
| \$ ORY | | Merlin 4 | | | Total | | | | JUNE | 3020 | DOME | 3000 | | |
| CATEG | SIGNAL NO | & DATE | UNIT NO. & | | | No. & [| | REPOF | ₹Т | F | LE | DA | ATE | |
| | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | \$/6/1/ 9/4/3 | 0/0/0 | 7 , | 7 3 b | O F (9/ (| | DENT | / ŵ / í | 2/23/ | /v /v | | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | 100 |

| DUTY ON WHICH ENGAGED: | COURT OF INQUIRY, INVESTIGATING OFFICER |
|--|---|
| Squadron formation & attacks | OR COMMANDING OFFICER'S REPORT: |
| NATURE OF ACCIDENT AND STAGE OF FLIGHT: Engine cut out, force landed. Engine cut out after pulling out dive, r.p.m.'s dropped to 1300. 1st white & then black smoke came from exhaust. Throttle used but no effect, also full fine pitch, engine finally stopped. ERIMARY CAUSE: | hadRECOMMENDATIONS: None, unless similar failures else- |
| 54. Engine failure in the air. Structural failure of connecting rod "58" and setsure & damage to engine bearings & articulating system. 17. Jacked Landing SECONDARY CAUSE OR CONTRIBUTING FACTORS: 16. Engine Tauble-Acceded | ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER CONCLUSIONS OF A.I.B. (885) Agreed that forced landing & subsequent damage to a/c caused by engine trouble. The engine failure was due to a breakdown of #4 big end bearing. This is always the first point of failure in any reduction of efficiency in oil supply. RECORDED BY DATE |
| | CHECKED BY DATE |