

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
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	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT No. 1 (CAC) St. John, N.B.				COM. EAC		PLACE Red Head, 4 M. S. of East St. John, N.B.				DATE 1-5-43		TIME 1630																			
A/C TYPE Lysander II				No. 479		CRASH CAT. B		SE X		ME		DAY X		NIGHT																	
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Campbell, N.B.				P/O		J24585		P		Nil				FATAL		INJURY															
Hutt, E.M.				F/S		R88237		WAG		Slight						1															
												CARD SERIAL No.				<input checked="" type="checkbox"/>															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Lysander		479		Serious								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.									
Perseus XII		2005		Serious														DUAL		SOLO		DUAL		SOLO							
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
A 54				1-5-43																											
NATURE OF ACCIDENT																															

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY  
 CAUSES  
 STAGE OF FLIGHT

HAND Q  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'G SURF.  
 OTHER  
 UNDTD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STRATY  
 FATAL  
 INJ.  
 3RD.  
 INJ.  
 2ND.  
 INJ.  
 1ST.  
 FATAL  
 UNDTD  
 PRIMARY  
 MISCEL.  
 ENG. CONTS  
 AIRSCREW A.  
 ENG. STR.  
 LUB'N SYS.  
 IGNIT. SYS.  
 COOL SYS.  
 FUEL SYS.  
 UNDTD  
 MISCEL.  
 ENGINE MOUNT  
 TAIL SKID OR W.  
 FUSE OR HULL  
 FLOATS  
 LAND GEAR  
 W. STRUTS  
 STAB SURFS.  
 MOV. SURFS.  
 FL. CONTS.  
 PRIMARY  
 OTHERS  
 FLT. CONTR.  
 INSTRUCT.  
 MISCEL.  
 INEXPNCE  
 NEG'NCE  
 DISOB.  
 TECH.  
 JU.

DUTY ON WHICH ENGAGED:

Providing gun sighting practice for local A.A. batteries.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot experienced engine failure and made forced landing. A/C was stalled onto ground from some height and U/C collapsed on landing.

PRIMARY CAUSE:

~~54. Engine failure in the air.~~

One of the studs securing socket to cylinder sleeve coming loose and allowing socket to become detached from the sleeve.

4. HEAVY

4

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~33. Technical Defect~~

✓k. STRAIN

34

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

FM/Dec/1954/11/10/17

COMPOSITION:

RECOMMENDATIONS:

That consideration be given to the adoption of a more positive form of locking the socket securing studs on these engines.

ACTION TAKEN:

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

Conclusions of A.I.B. - Agree with findings.

RECORDED BY

DATE

CHECKED BY

DATE