

61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	
ACCIDENT CLASSIFICATION																															
UNIT #133 Squadron Boundary Bay		COM. WAC	PLACE 3 miles NE of Coquitlam, B.C.		DATE 5.6.43	TIME 1445																									
A/C TYPE Hurricane XII			NO. 5391		CRASH CAT. A	H.Q. FILE 1100-53-91																									
						S.E. X	M.E.	DAY X	NIGHT																						
PERSONNEL				RANK	NUMBER	DUTY	INJURIES		SIGNAL																						
John Alexander <u>Leslie</u>				FS	R120010	P	Nil		NO. A.672	DATE 5.6.43																					
										D 14 (REVISED)																					
										NO.	CHECKED																				
										#2																					
ENGINE				ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS																									
P. Merlin 29-19669/5943 Slightly						ON TYPE		TOTAL																							
		INST.	NIGHT	SOLO	DUAL	SOLO	DUAL																								
		41	28	155	-	264	121																								
ACCIDENT CLASSIFICATION																															
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

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
3RD
INJURY
5
RAF
M N

PURPOSE OF FLIGHT:

Aerobatics & reconnaissance.

NATURE OF ACCIDENT:

Engine failed while pilot flying 6500' over mountains. Force landed successfully. He undershot farmer's field and damaged the A/C.

CLASSIFICATION:

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

17

SECONDARY OR CONTRIBUTORY FACTORS:

ENGINE TROUBLE-
ACCIDENT

26

TECHNICAL OFFICER'S REPORT:

The throttle control link ball joint was found to be disconnected from the control shaft differential lever, due to the loss of the lock plate, pinch bolt and nut and the retaining screw.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

The loss of the above parts, resulting in an inoperative throttle control, was apparently due to improper inspection and fitting of the parts in question.

Recommend more frequent practice of forced landings by pilots of this squadron. This pilot's R/T transmissions during his forced landing showed coolness and aided our local control in locating the crash.

W/PSU/ES/AC/D/EA/K
ADP

ACTION TAKEN:

Nil.