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ACCIDENT CLASSIFICATION																																																													
UNIT 128 Squadron Sydney		COM. EAC	PLACE M.A.		DATE 17.6.43	TIME 1140																																																							
A/C TYPE Hurricane		1	NO. 1371	CRASH CAT. B	H.Q. FILE 1100-13-71																																																								
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL																																																						
Redeker, C.R.		PO	J12484	P	Slightly		NO. A35	DATE 17.6																																																					
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ENGINE		ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS																																																									
Merlin 111 120176/6001		Seriously		ON TYPE		TOTAL																																																							
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ACCIDENT CLASSIFICATION																																																													
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COMMAND

MONTH

STAGE OF FLIGHT

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Readiness practice scramble.

NATURE OF ACCIDENT:

Wheels up landing in muskeg near end of runway. Engine failure in the air, unable to reach runway.

ACTION ON RECOMMENDATIONS

A.F.T.E.O. E.6/17/10 to be amended as per recommended.
Method of fitting blocks already covered by A.F.M.I./M2/9/5.

CLASSIFICATION:

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

FORCED LANDING 17

SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

ENGINE TROUBLE 26

ACCIDENT

R. C. A. F. L 20 (REVISED)
7M.4-43 (3202) K. P. 5051
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

Internal glycol leak causing gradual loss of power.

LEAK/TOP/EO/64/G/2

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 107

Engine failure due to abnormally lean mixture, particularly at high boost pressures, causing "blow-back". "Blow-back" also aided by sluggish action of valves in "A" bank and had resulted in severe burning of obsolescent type flame traps and complete destruction of trap apposite No. 1 Cylinder. Glycol leak incidental and not primary cause of engine failure.

RECOMMENDATIONS

A.F.T.E.O.E.6/17/10 be amended to call for fitting of coarse mesh flame traps whenever fitting of cylinder blocks is effected.

Fitting of cylinder blocks be done by specially trained crews from a R.D. or under supervision of M.C.O. trained at a R.D.

ACTION TAKEN:

NIL. CONCLUSIONS OF A.I.B.

Agree. Engine was badly adjusted when cylinder block was fitted before the crash. Engine not checked serviceable before takeoff, as not part of D.I. to run up engine. C. C. LTD. 7084-43