

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 1 O.T.U. Bagotville, P.Q.		COM. E	PLACE St. Leonard, 4½ Miles N.W. of Shipshaw.		DATE 23-11-43	TIME 0820			
A/C TYPE HURRICANE XIIA		No. BW857	CRASH CAT. "A"	S.E. x	M.E.	DAY x	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Dillon, J.C.		AUS	SGT.	42064	P	Uninj.			
						NO. DATE			
						D 14 (REVISED)			
						NO. CHECKED			
						#8			
						#14			
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Packard		A3664		Totally		ON TYPE		TOTAL	
Merlin						INST.	NIGHT	SOLO	DUAL
						55	81	12	-
								713	146

COMMAND  
MONTH  
STAGE OF FLIGHT

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

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 RAF M X

PURPOSE OF FLIGHT:

Formation Flying.

TECHNICAL OFFICER'S REPORT:

See below

*1M/P/AC/EF/OM/M*

NATURE OF ACCIDENT:

After being airborne for approximately 35 to 40 minutes, engine suddenly failed apparently on fire. Pilot bailed out and a/c crashed out of control.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 147

Engine failure was due to oil starvation resulting from disconnection of a scavenge oil line when the union nut slacked back.

RECOMMENDATIONS

That all union nuts used in the oil system on this engine be locked with wire.

CONCLUSIONS OF A.I.B.

Agree.

CLASSIFICATION:

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

*17 Forced Landing 7*

SECONDARY OR CONTRIBUTORY FACTORS:

~~27. Fire in the air.~~

~~33. Technical Defect~~

*26*

ACTION TAKEN:

N.A.

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

*No Engine Trouble - Accident*