

ACCIDENT CLASSIFICATION

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 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

UNIT 3 W.S. Winnipeg		COM. 2	PLACE W of Carman				DATE 5-4-44	TIME 1400	
A/C TYPE FORT II		NO. 3619	CRASH CAT. 1		S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
BALL, J.B.		WO2	R116229	P	Uninj.		NO.	DATE	
MURRAY, A.D.		LAC	R252325	WO	Uninj.		No sig		
							D 14 (REVISED)		
							NO.	CHECKED	
							2	<input checked="" type="checkbox"/>	
							#2		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Jacobs L6MB		17903/9276 Nil				ON TYPE		TOTAL	
				INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
				50	15	1063	15	1354	122

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 Z

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ

INJ 3rd

INJURY S

PURPOSE OF FLIGHT:

Wireless exercise.

NATURE OF ACCIDENT:

Pilot reported oil started to blow out over cockpit, and oil pressure dropped to zero, so immediately shut off the engine and effected safe landing. After changing oil line, a/c was flown back to base.

TECHNICAL OFFICER'S REPORT:

Oil pressure line from constant speed unit to firewall, Port part No. 60 M 584-3, had even weakened by chafing against an electrical cable covered with metal braid. Oil pressure line is of light weight rubber

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

FE/ET/CO/PA/NA

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL