

ACCIDENT CLASSIFICATION

UNIT 129 Sqdn. Gander	COM. E	PLACE 9 miles N.W. of M.A.	DATE 2-8-44	TIME 1515			
			H.Q. FILE 1100-56-53				
A/C TYPE HURRICANE XII	No. 5653	CRASH CAT. *B*	S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL Quinlan, D.W.	RANK WO1	NUMBER 798542 NFD	DUTY P	INJURIES Uninj.		SIGNAL	
				No. T814	DATE 3-8		
				D 14 (REVISED)			
				No.	CHECKED		
				#2			
ENGINE Packard Merlin 29	ENGINE NUMBER (S) A5958/AC-41-48505 Serious.		HOURS FLOWN BY PILOTS				
	INST.	NIGHT	ON TYPE		TOTAL		
	41	50	DUAL	SOLO	DUAL	SOLO	
				187	100	664	

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

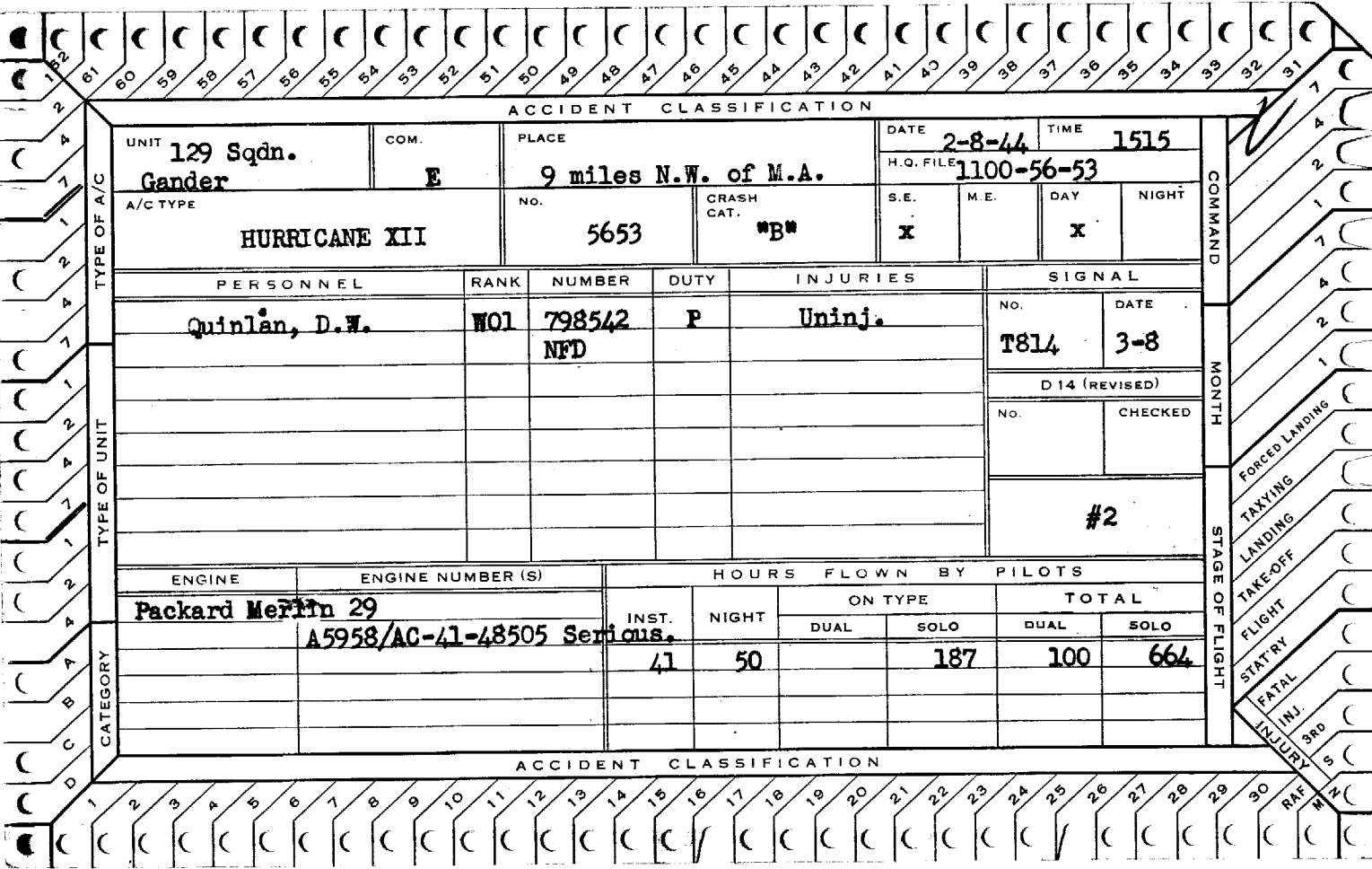
STAT'RY

FATAL

INJ. INI.

SRD

INJURY



PURPOSE OF FLIGHT:

Height Climb.

TECHNICAL OFFICER'S REPORT:

Nil.

FB/AOP/ES/OM/G/1/UOK/B

NATURE OF ACCIDENT:

After 50 min. level flight with engine running normally, oil pressure dropped to zero and oil temperature dropped to 60° then started rising. Engine still running smoothly so clearing 2 or 3 miles ahead chosen for forced landing. Clearing just reached when engine began to vibrate violently and poured out white smoke. Switches were cjt and wheels-up landing made.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 210

CONCLUSIONS OF A.I.B: Cause of accident was due to oil escaping through a cracked flexible oil return line causing loss of oil, finally engine starving from need of oil and seizing up.

RECOMMENDATIONS: It is recommended that a metal clip be installed between all oil pressure lines and the oil return lines in the cases when flexible lines are used. to stop vibration and to prevent other cases of this nature.

CLASSIFICATION:

17. Forced Landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

ACTION TAKEN:

Nil.