

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		
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		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT		COM.		PLACE		DATE		TIME																									
120(BR) Sqdn.		WAC		Bella Bella, B.C.		10-10-40		0855																									
Patricia Bay						H.Q. FILE		1100-6-88																									
A/C TYPE		No.		CRASH CAT		SE		ME		DAY		NIGHT																					
Delta		688		(A/T) A		X				X																							
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
F.J. Ewart				F/L		949		1P		Uninjured				FATAL		INJURY																	
J.F. McMahon				Sgt.		2155		OC		Slight head injuries						1																	
J.A.M.B. Gagnon				F/O		1067		3P		Uninjured				CARD SERIAL NO.																			
Lumb,				Civ.				Pass		Uninjured																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM.		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Delta II		688		Total		D.13				6-12-40		INST. NIGHT		ON TYPE				TOTAL				LAST 6 MOS.											
														DUAL SOLO		DUAL SOLO																	
Cyclone CW1058/		Slight		D.13						6-12-40																							
SR 1820F521380																																	
SIGNAL NO & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
60				10-10-40 X.790 10-10-40																													
NATURE OF ACCIDENT																																	

UND'TD
 PRIMARY
 FUEL SYS.
 COOL SYS.
 IGNIT. SYS.
 LUP'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG. CONTS.
 MISCEL.
 UND'TD
 PRIMARY
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3RD. S
 REF. S

DUTY ON WHICH ENGAGED: **Ferrying A/C**
Patricia Bay to Alliford Bay

COURT OF INQUIRY, INVESTIGATING OFFICER **ZLFM/AOP/ES/AM/DFL**
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Investigating Officer's Report

6-12-40

Aircraft crashed into shore after takeoff, just as the pilot took off and was turning North the engine cut. The pilot glided the plane for about a mile and the engine started again. Five seconds

COMPOSITION:

Flying Officer A.E. Mitchell.

later it shut off, the A/C glided and hit the water and bounced on shore.

RECOMMENDATIONS:

As the original installation of the engine was done by Canadian Vickers, it is considered that the responsibility lies in faulty engine fitting at contractors. It is recommended that more thorough inspection be carried out by factory inspectors before engine is certified as airworthy.

PRIMARY CAUSE:

Engine failure

owing to failure of the main fuel pump due to faulty installation. The hose connection between the main fuel line from the tank and the intake side of the fuel pump had disconnected.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Action has been taken to ensure that this fuel pipe connection is correctly made, in future both by the manufacturer and service personnel. A.M.T. approves D.13 with the insertion of the Secondary Cause, 7-2-41.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pilot chose to continue his flight after the first engine failure and was forced to make a very precarious landing on shore, when the engine failed for good.

RECORDED BY

DATE

CHECKED BY

DATE