

## OCCURRENCE REPORT: 64035

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FSIS 64035 15 APR 1966 AIR ACCIDENT

Status: supplemental sent

Unclassified

1. Injury Level: No Injury
2. Aircraft/Operated By: CC130304
3. Aircraft Ownership: 435 SQN / 17 WING / 3435 /
4. A. Location: Borden, Sk - 40 miles NW of Saskatoon, SK  
Latitude: N52-26  
Longitude: W107-10
4. B. Date/Time: 152100Z APR 1966
4. C. Phase of Flight: IN-FLIGHT - NORMAL ENROUTE (INCLUDE LOCAL LEVEL FLT )
5. Damage Level: Destroyed / missing
7. Mission Type: FERRY
- 8. Description:** - DURING FLT AT FL250, THE CREW EXPERIENCED EXPLOSIVE DECOMPRESSION.
13. Flight/Ground Conditions: CONTACT - VISUAL FLIGHT VFR/VMC (GROUND REFERENCES)
15. Alighting Conditions: UNPREPARED, ROUGH UNPREPARED SURFACE (TREES/DITCHES ETC)
18. Aircraft Maint Data: TSN Aircraft: CC130/304, 1499 hrs, TSI: 0 hrs, TSO: hrs, CF349: , CF543: , Civilian Journey Log: ,  
Inspection:
22. A. Investigation: INVESTIGATION REVEALED THAT THE FWD CARGO DOOR WAS MISSING AND THAT LARGE SECTIONS OF THE FUSELAGE SKIN, FROM THE DOOR ATTACHMENT AREA TO ALMOST THE TOP FUSELAGE CENTRE LINE, HAD BEEN TORN AND PEELED DAMAGING LINES AND CABLES ASSOCIATED WITH THE OPERATION OF VARIOUS SYSTEMS. NUMBER 3 ENGINE HAD FLAMED OUT AND #1, 2 AND 4 THROTTLES WERE INOPERATIVE AND FEATHERING ACTION WAS IMPOSSIBLE. A WHEELS-UP FORCED LDG WAS SAFELY EFFECTED IN A FIELD. PROGRESSIVE FAILURE OF THE #1 EYE BOLT DUE TO OVERLOADING. INITIATION OF THE ORIGINAL CRACK WAS MOST PROBABLY DUE TO STRESS CONCENTRATION SET UP BY POOR MACHINING AT THE TIME OF MANUFACTURE. THE HOOK TO EYEBOLT CLEARANCES WERE NOT CHECKED 1AW THE -2B WHEN THE 4 EYEBOLTS WERE RE-INSTALLED AFTER REMOVAL FOR MAINTENANCE.
23. Cause Factors: PERSONNEL MAINTENANCE/CANADIAN FORCES JUDGEMENT  
MATERIEL AIRFRAME CONSTRUCTION