

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																																
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TECH. DISOB. NEG'NCE INEXP NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL CONTRS. MOV. SURFS. STAB SURFS. W. STRUTS. LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UNDTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UNDTD PRIMARY HAND Q. INSTS. WEATHER DRKNS. ALG SURF. OTHER UNDTD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STAT RV FATAL INJ. 3RD. INJURY																																																															
TYPE OF A/C																TYPE OF ENGINE																CATEGORY																															
PILOT																OTHERS																AIRFRAME FAILURE																ENGINE FAILURE															
CAUSES OF ACCIDENTS																																																															
UNIT # 31 D.T.U.								COM. 3				PLACE NEAR CARTERVILLE												DATE 23-10-41				TIME																																			
DEBERT N.S.								3				NEAR CARTERVILLE												H Q FILE 1300-AM895-1																																							
A/C TYPE HUDSON								No. AM895				CRASH CAT. A				SE				ME X				DAY				NIGHT																																			
NAME																RANK				No.				DUTY				INJURIES								SERIOUS																											
J. F. BOYD																P/O				J 5200				P.				KILLED				FATAL				INJURY																											
A. E. G. WAINWRIGHT																P/O								Nav.				KILLED				4																															
KIRSH A.																SGT				R77425				(W. A. G)				KILLED																																			
MORRIS A. J.																LAC				937761				Pass.				KILLED.																																			
TYPE A/F & ENGINE								No.				EXTENT OF DAMAGE				REPORT FORM				SERIAL No.				DATE				HOURS FLOWN BY PILOTS																																			
HUDSON								AM 895				TOTAL												INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS																											
P&W WASP								6233				TOTAL												29		9		12		61		89		159		295																											
WASP								10001				TOTAL																																																			
SIGNAL No & DATE								UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																							
X 887								A 50				24-10-41																																																			
NATURE OF ACCIDENT																																																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

FINAL NIGHT TRAINING FLIGHT.

OR COMMANDING OFFICER'S REPORT:

1202/100/NVC

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COURT OF INQUIRY
DATE: 25TH OCTOBER, 1941.

AIRCRAFT CRASHED AND BURNED ATTEMPTING FORCED LANDING, 1'Abord a Plouffe near Courtierville, P.Q., at about noon on the 23rd. October, 1941.

COMPOSITION:

President	G/Capt.	A.L. Paxton (DFC (RAF))
Member	W/Comdr.	W.A. Orr (C.146)
Member	S/Ldr.	P.G. Baskerville (C188)
Member	S/Ldr.	W.H. Biddell DFC, 37376.

RECOMMENDATIONS:

Course extended from 6 to 12 weeks

(a) That Pilots, Air Observers, and Wireless Operator Air Gunners Courses at 31 O.T.I. Debert be extended to enable crews under training to be given ample experience in flying in adverse weather conditions under supervision. (B) Before crews under training are sent out on cross country flights without supervision the Chief Flying Instructor is to satisfy himself that they are competent to cope with any weather conditions they are likely to meet. (C) That instrument flying instruction to a minimum of ten hours should be given to pilots on the Course prior to night flying instruction. (d) In order that the above recommendations may be put into effect, that all I.E. aircraft be equipped with dual sets. (e) All aircraft should be

PRIMARY CAUSE:

That the Pilot being forced to fly at a low altitude due to adverse weather conditions while attempting to approach the Dorval Aerodrome, failed to see the barn and crashed into it.

ACTION TAKEN: Nil

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

provided with microphones and telephones to allow the use of inter-communication by the crew and also allow communication with the Department of Transport Radio Range Stations when necessary.

Or
That the Pilot stalled the Aircraft, commenced to spin and crashed into the barn.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft crashed and burned attempting forced landing.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____