

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 10 BR Sqdn. Newfoundland								COM. E.A.C.				PLACE Newfoundland Aerodrome										DATE 5-11-41		TIME 15:00		H.Q. FILE 1100-7-56					
A/C TYPE Digby								No. 756				CRASH CAT. D 3		SE		ME x		DAY		NIGHT x											
NAME								RANK		No.		DUTY		INJURIES						SERIOUS											
Redman, J.C.								P/O		J5072		P.		Uninjured						FATAL INJURY											
Young, J.M.								F/O		0939				Uninjured.																	
Huntington, H.W.								Sgt		R71670				Uninjured.																	
Blanchard, J.G.A.								LAC		R64764				Uninjured.						CARD SERIAL No.											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																					
Digby		756		Slight						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
										19		22		612		168															
Cyclones																															
Cyclones																															
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE											
X967 5-11-41																															
A 158																															
NATURE OF ACCIDENT																															

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT
 HAND O.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UN'DTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 BRO. S

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Practice flying, also bombing exercises after circuits and landing.

Court of Inquiry

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

7-11-41

TCO/PCT

~~Second Pilot took over controls~~

COMPOSITION:

and was taxiing on runway at a high speed - collided with front of crash tender, which was parked.

Pres. Fil. I.M. Black (C1180) No. 10(BR) Sqdn. Nfld.
Mem. P.O.A.R. Woodhouse (C5732) No.10(BR) Sqdn. "
" P.O.E.J. Padden (J6864) No.10(BR) Sqdn. "

RECOMMENDATIONS:

IT IS STRONGLY RECOMMENDED THAT IN ALL SQUADRONS EQUIPPED WITH HEAVY ~~TWIN~~-ENGINE AIRCRAFT, THAT THE CO-PILOT REST HIS FEET ON THE RUDDER PEDALS TO KEEP THEM IN A NEUTRAL POSITION WHEN TAXIING TO ASSIST THE 1ST PILOT IN CASE AN EMERGENCY ARISE.

PRIMARY CAUSE:

PILOT ERROR IN LOSING CONTROL WHILE TAXIING.

ACTION TAKEN:

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

~~CONCLUSION OF A.I.B.~~ ^{NIL}
ACCIDENT CAUSED BY INEXPERIENCE AND CARELESSNESS OF 2ND PILOT WHO WAS IN CONTROL OF THE A/C IN THAT HE ATTEMPTED TO TURN OFF RUNWAY WHILE TAXIING AT TOO GREAT A SPEED, AND BY CARELESSNESS OF 1ST PILOT

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT CRASHED INTO CRASH TENDER.

IN THAT HE PERMITTED ATTEMPTED TURN AND IN THAT HE DID NOT TAKE CORRECTIVE MEASURES BEFORE MOMENTUM HAD BECOME SO GREAT AS TO RENDER SUCH USELESS. THE EXACT LOCATION OF THE CRASH TENDER IS NOT BROUGHT OUT IN THE PROCEEDINGS. IT MAY HAVE BEEN FAR TOO CLOSE TO THE RUNWAY AND CONSTITUTED A REAL HAZARD IN THE EVENT OF A GROUND LOOP DURING A LANDING. P/O REDMOND'S PHYSICAL SIGNATURE IS NOT ESTABLISHED IN THE PROCEEDINGS BUT JUDGING FROM HIS STATEMENT THAT THE RUDDER WAS ALMOST OUT OF HIS REACH IT IS POSSIBLE THAT HE IS TOO SHORT TO FLY THIS TYPE OF A/C. THE LOG BOOK OF F/L YOUNG BE ENDORSED "CARELESSNESS"

CHECKED BY

DATE