

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTR.	21	MOV SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG STR.	5	AIRSCREW A.	4	ENG. CONTR.	3	MISCEL.	2	UNDTD	1	PRIMARY	19	HAND Q.	18	INSTS.	17	WEATHER	16	DRKNS.	15	ALG SURF.	14	OTHER	13	UNDTD	12	PRIMARY	11	TAXYING	10	LANDING	9	TAKE-OFF	8	FLIGHT	7	STATRY	6	FATAL	5	INJ.	4	3RD.	3	2	1	RAF
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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
PILOT		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE																																																																																			
CAUSES OF ACCIDENTS																																																																																																			
UNIT		COM.		PLACE		DATE		TIME																																																																																											
115 (F) Sqdn.		Patricia Bay, B.C.		W.A.C. Main Aerodrome Patricia Bay.		30-12-41		1500																																																																																											
A/C TYPE		No.		CRASH CASE		SE		ME		DAY		NIGHT																																																																																							
Bolingbroke		9037		C 14		E S		X		X																																																																																									
NAME		RANK		No.		DUTY		SERIOUS																																																																																											
Thomas, W.E.		Sgt.		R80541		PF		Uninjured																																																																																											
Murray, D.R.		Sgt.		R68190		WAG		Uninjured																																																																																											
								FATAL		INJURY																																																																																									
												CARD SERIAL No.																																																																																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																							
Bolingbroke		9037		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																	
Mercury		2503		Nil								26 10		7 29		80 117																																																																																			
Mercury		2531		Nil																																																																																															
SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																																									
NATURE OF ACCIDENT																																																																																																			

CAUSES OF ACCIDENTS
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Formation practice.

OR COMMANDING OFFICER'S REPORT: COMMANDING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 8.3.42

While taxiing, starboard wheel struck

COMPOSITION:

a mud bank and the aircraft swung to starboard and stopped in the bank, damaging airscrews slightly, and also damaging starboard undercarriage assembly. Whole

RECOMMENDATIONS:

assembly is twisted and will require to be completely dismantled, inspected, necessary

Nil

PRIMARY CAUSE:

parts replaced and reassembled.

(a) Carelessness on the part of the Pilot.

(b) Pilot taxiing too fast and too close to the edge of the runway.

ACTION TAKEN:

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

(c) Taxiing clearance should not have been given with other aircraft approaching to land.

Pilot has been disciplined and notation entered in his log book.

REMARKS BY A.F.H.Q.--

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Approved: Aerodrome constructional work should have called for the exercise of greater than normal care on the part of the pilot, which would probably have obviated this accident. The mitigating factors are, however, accepted in this instance.

RECORDED BY

DATE

CHECKED BY

DATE