

TYPE OF A/C		CAUSES OF ACCIDENTS		TYPE OF ENGINE			STAGE OF FLIGHT		
PILOT		AIRFRAME FAILURE		PRIMARY			FATAL		
OTHERS		ENGINE FAILURE		UNDTD			INJ.		
UNIT <u>T. & D. Estab.</u>		COM. <u>3</u>		PLACE <u>50 mi. West of Smith Falls</u>		DATE <u>13-12-41</u>		TIME <u>1400 E.D.</u>	
<u>Rockcliffe, Ont.</u>		<u>3</u>		<u>50 mi. West of Smith Falls</u>		H.Q. FILE <u>1300-TQ385</u>			
A/C TYPE	<u>Lockheed</u> <u>Hudson Mk. II</u>	No.	<u>T9335</u>	CRASH CAT.	<u>A</u>	SE	ME	DAY	NIGHT
NAME		RANK	No.	DUTY	INJURIES			SERIOUS	
<u>Beaton, E.R.</u>		<u>F/Sgt</u>	<u>748013</u>	<u>F.</u>	<u>Slightly injured.</u>			FATAL	INJURY
<u>Smith, R.E.</u>			<u>J6362</u>	<u>Nav.</u>	<u>Uninjured</u>				<u>1</u>
<u>Langille, C.G.</u>		<u>Cpl</u>	<u>R50176</u>		<u>Uninjured.</u>			CARD SERIAL No.	
<u>Power, E.M.</u>		<u>Cpl</u>	<u>10223</u>	<u>W.O</u>	<u>Uninjured.</u>				
<u>Mr. R. Guthrie,</u>		<u>Civ.</u>	<u>(Scientific Observer)</u>		<u>Uninjured.</u>				
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS			
<u>Hudson</u>	<u>T9335</u>	<u>Serious</u>				ON TYPE		TOTAL	LAST 6 MOS.
<u>Wright G102A</u>	<u>32708/3133</u>	<u>Port</u>	<u>Slightly</u>			DUAL	SOLO	DUAL	SOLO
<u>Wright G102A</u>	<u>28279/3045</u>	<u>Stbd</u>	<u>Totally</u>					<u>495</u>	
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE				
<u>A 971</u>	<u>13-12-41</u>								
NATURE OF ACCIDENT									

CAUSES
 WEATHER
 DRINKS
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

De-icing experiment.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

4
Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The aircraft proceeding on flight to Toronto for test, was forced to turn back due to failure of the port engine. Shortly afterwards the R.P.M. of the Stbd. engine began to drop. The aircraft lost altitude, hit the top of trees and a telegraph pole.

DATE: 14-12-41 *FM/AOP/ES/PM/M/I*

COMPOSITION:

Pres. S.L. W.W.S. Ross (C638)(GL) 123 (ACT) Squadron
Mem. F.L. F.V. Robinson (C3435) Ferry Flight
" F.O. J.C. Cline (C5745) Air Force Head Quarte

RECOMMENDATIONS:

(SR)(AE)
That in any future flights where icing conditions are deliberately looked for, the icing equipment must be examined and passed by a competent officer in the light of modern development.

PRIMARY CAUSE:

Engine failure, shot across a field and stopped) first one engine, against a tree. then other, due probably to icing conditions.

ACTION TAKEN:

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

double
Engine failure due to icing conditions.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Hit trees and crashed

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____