

CAUSES OF ACCIDENTS

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					
JUL	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.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUB N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD						
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					
P	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ

TYPE OF A/C					TYPE OF ENGINE								MISCELLANEOUS CAUSES																							
UNIT	COM.	PLACE	DATE	TIME	NAME		RANK	NO.	DUTY	INJURIES		SERIOUS		HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE OFF	FLIGHT	STATRY	FATAL	INI.	3RD.	INJURY						
#31 OTJ Debert, N.S.	EAC	Near Bass River, N.S.	15-12-41	1230	Hudson V			AM 890		"B"			X	X																						
A/C TYPE		No.	CRASH CAT.	SE	ME	DAY	NIGHT																													
TYPE OF ENGINE					NAME		RANK	NO.	DUTY	INJURIES		SERIOUS																								
CATEGORY					TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST. N.			ON TYPE		TOTAL		LAST 6 MOS																	
					Hudson AM 890			Slightly				15 28 11			274 72		761																			
					Wasp 8289/A203759			Slightly																												
					Wasp 8596/A203889			Slightly																												
SIGNAL No & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT	FILE	DATE																									
A159																																				
NATURE OF ACCIDENT																																				

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Search for missing aircraft..

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

*FD/MS/...*

Forced landing with undercarriage up. Starboard engine cut when the a/c was flying at between 900 & 1000 feet. The engine failed to pick up and the a/c was losing height flying on one engine; the pilot therefore forced landed.

S.L. M.J.C. Stamley

No 31 O.T.U.

RECOMMENDATIONS:

None as to the primary cause. As to the secondary, in addition to the issue of the order produced in evidence, lectures are now being given to aircrew, staff as well as trainees, and to maintenance personnel on the tendency of petrol to bleed back to the bomb

ACTION TAKEN: of the accident.

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

Nil.

Conclusions of A.I.B.

Engine failure due to improper maintenance in that (1) too much freedom of the operating cable of the carburettor or hot air shutter (2) Bomb bay tank which should have been empty contained about 190 gallons.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Forced landing with undercarriage up. Excess patrol load of which the pilot was unaware.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_