

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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																													
<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG'NCE</td><td>INEXP'NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTS.</td><td>MOV. SURFS.</td><td>STAB. SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UNDT'D</td><td>PRIMARY</td><td>FUEL SYS</td><td>COOL SYS</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG. STR.</td><td>AIRCREW A.</td><td>ENG. CONTS</td><td>MISCEL.</td><td>UNDT'D</td><td>PRIMARY</td><td>HAND Q.</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>ALG. SURF.</td><td>OTHER</td><td>UNDT'D</td><td>PRIMARY</td><td>TAXING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STATRY</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>5th</td> </tr> </table>																																TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDT'D	PRIMARY	FUEL SYS	COOL SYS	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTS	MISCEL.	UNDT'D	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UNDT'D	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	5th
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PILOT			OTHERS			AIRFRAME FAILURE												ENGINE FAILURE																																																													
CAUSES OF ACCIDENTS																																																																															
UNIT 11 (RR) Sqdn. Dartmouth			COM. E.A.C.			PLACE Near straight of Cape N.S.												DATE 30-6-42		TIME 2220		H.Q. FILE 1300-BW724																																																									
A/C TYPE Hudson			No. BW724			CRASH CAT. A			SE		ME X		DAY		NIGHT X																																																																
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																																		
Willis G.F.D.			F/O		C797		P.		Slightly injured.				FATAL INJURY																																																																		
Junge W.L.			F/O		AUS 11713 O.		"		"				"																																																																		
Hoehn			F/SOT		R96164A R.O.		"		"				"																																																																		
This accident reported in July as "Data Unknown" and included in July Returns.												CARD SERIAL No.																																																																			
TYPE A/F & ENGINE			No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																		
Hudson Bw724			Total										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																												
Cyclone A258172			"												DUAL SOLO		DUAL SOLO																																																														
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A-87 1-7-42																																																																															
A-88 A-94			4-7-42																																																																												
NATURE OF ACCIDENT																																																																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Harbor entrance patrol.

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 2-7-42

COMPOSITION:

A/C returning from operational patrol ran out of gasoline, A/C trimmed to crash over ocean and crew parachuted to safety.

S.L. H.G.M. Colpitts (C192) E.A.C. HQ.
F.L. J.H. Prentice (C1441) 116 (BR) Sqn.
F.O. F.D. Searles (C6986) HQ. Sqn.

RECOMMENDATIONS:

REFER TO ACCIDENT INVESTIGATION NO. 361.

PRIMARY CAUSE:

~~Carelessness of pilot in not checking position on making landfall by means of available radio aids.~~

17. FORCED LANDING

ACTION TAKEN:

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

Pilot's Log Book endorsed "Carelessness"

CONCLUSIONS OF ACCIDENTS INVESTIGATION BRANCH

WHILE AGREEING WITH THE FINDINGS IT SHOULD BE NOTED THAT THE NAVIGATOR, P.C. JUNGE, WAS INEXPERIENCED OVER THE SEA AND APPARENTLY THERE WAS A GENERAL LACK OF UNDERSTANDING ON THE PART OF THE CREW AS TO WIRELESS, RADIO AND OTHER POSITION FINDING EQUIPMENT AND THE OPERATION THEREOF. THE UNIT AND THE COMMAND SHOULD TAKE SOME OF THE BLAME FOR SUCH

CONDITIONS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Insufficient fuel after becoming lost.~~

25. PETROL SHORTAGE

RECORDED BY

DATE

CHECKED BY

DATE