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MISCELLANEOUS CAUSES

STAGE OF FLIGHT

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DUTY ON WHICH ENGAGED:

OPERATIONS - DAWN PATROL.
GENERAL RECONNAISSANCE EXERCISE.

COURT OF INQUIRY. INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

THE AIRCRAFT RAN FOR THE FULL LENGTH OF THE RUNWAY BEFORE BECOMING AIRBORNE, LACKED SUFFICIENT SPEED TO CLIMB AND WHEN CONFRONTED WITH A ROW OF TREES THE PILOT ATTEMPTED TO CLEAR THEM BUT THE AIRCRAFT SANK, STRIKING 2 OF THE TREES, TEARING OFF A WING AND HALF ROLLING INTO A FIELD WHERE IT BECAME A TOTAL WRECK.
PRIMARY CAUSE:

~~CARELESSNESS ON THE PART OF THE PILOT IN THAT HE DID NOT CLEAR HIS ENGINES, AFTER THEY HAD BEEN IDLING DURING HIS REMOVAL FROM ROUGH GROUND ON PREVIOUS SWERVE OF RUNWAY ON TAKEOFF.~~

DATE: 9-8-42.

COMPOSITION: OPM/POC/POPE/ES/PO/PM/O

S/L G.E. MCMURTRIE No. 1 G.R.S.

F/L W.E. FRENCH No. 31 G.R.S.

F/L A. JAMES No. 31 G.R.S.

RECOMMENDATIONS: REMOVAL OF TREES IN PATH OF AIRCRAFT TAKING OFF FROM RUNWAY No. 2 AT THIS UNIT.

THAT A TAXI STRIP BE CONSTRUCTED JOINING THE SOUTHERN ENDS OF RUNWAYS 2 AND 3 TO THE EASTERN END OF No. 1. THIS PREVENTS THE PILING UP OF AIRCRAFT AT THE INTERSECTION OF RUNWAYS 1 AND 2 OR 1 AND 3 DEPENDING ON WHICH IS USED.

STRICT SUPERVISION OF THE ACTIONS OF PILOTS WARNED FOR NIGHT OR EARLY MORNING DUTY.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER -- NIL.

CONCLUSIONS OF AIR. THIS ACCIDENT WAS CAUSED BY FOULED SPARKING PLUGS AND SUBSEQUENT LOSS OF POWER. THE PILOT WAS EXTREMELY CARELESS AND NEGLIGENT IN NOT CLEARING HIS ENGINES, ALSO HIS ACTIONS LEADING UP TO THE ACCIDENT INDICATE THAT HE WAS NOT AS ALERT AS MIGHT HAVE BEEN EXPECTED. THERE IS A POSSIBILITY THAT HE DID NOT TAKE ANY REST PRIOR TO GOING ON DUTY. HE WAS ON LEAVE ON THE DAY PREVIOUS TO THE ACCIDENT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~FOULED SPARKING PLUGS AND SUBSEQUENT LOSS OF POWER.~~

26. Engine trouble - Accident 26

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____