

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					
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	18					
TYPE OF A/C																	TYPE OF ENGINE											CATEGORY									
PILOT																	OTHERS											CAUSES OF ACCIDENTS									
AIRFRAME FAILURE																	ENGINE FAILURE											MISCELLANEOUS									
UNIT 32 O.T.U.																	COM. W.A.C.											PLACE Patricia Bay Airdrome									
Patricia Bay																	No. AN128											DATE 26-10-42 TIME 1650									
A/C TYPE Hampden I																	CRASH CAT. B											H.Q. FILE 1300-AN128									
NAME																	RANK											DUTY									
Jones, T.																	SGT											1088816 P. Nil									
Dartnill, R.S.																	SGT											1292999 Obs. Nil									
Harrington, E.J.A.																	SGT											R114387 WAG Nil									
Tucker, B.J.																	SGT											R106569 WAG Nil									
SERIOUS																	FATAL											INJURY									
TYPE A/F & ENGINE																	No. AN128											EXTENT OF DAMAGE Serious									
Hampden I																	Serial No.											DATE									
Bristol Pegasus A197125/A197154																	Shock loaded.											HOURS FLOWN BY PILOTS									
SIGNAL No & DATE																	UNIT No & DATE											COM. No & DATE									
A 669																	27-10											REPORT									
FILE																	DATE											STAGE OF FLIGHT									
NATURE OF ACCIDENT																	INSTR. NIGHT											ON TYPE									
DUAL SOLO																	DUAL SOLO											LAST 6 MOS.									
FATAL																	INJ.											3RD.									
INJURY																	RAF											5									

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 RAF

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Compass swinging exercise.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Undercarriage collapsed on landing apparently due to not being fully locked in the down position.

COMPOSITION:

LUC / PCOUW / ^{D-14}CCDL

RECOMMENDATIONS:

In order to eliminate the possibility of pilots confusing tail wheel and u/c lights orders have been issued at this unit that all Hampden tail wheels be locked permanently in the down position (as must be the case when the tail wheel centralizing lock mod. is fitted), and tail wheel indicator bulbs be removed.

PRIMARY CAUSE:

~~Disobedience in not carrying out full cockpit drill.~~

It is suggested that this action be taken on all Hampden aircraft in Canada.

ACTION TAKEN:

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

It is recommended that this pilot be removed from Hampden flying.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

U/C collapsed on landing.

U/C Still in the Air

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____