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|--------------------|----|--------------------|----|--------------------|----|--------------------|----|---------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|----|--------------------|--|--------------------|--|--------------------|--|
| 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 | | | | | | |
| 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 | | | | | | |
| TYPE OF A/C | | TYPE OF ENGINE | | CATEGORY | | TYPE OF ACCIDENT | | TYPE OF ENGINE | | TYPE OF A/C | | TYPE OF ACCIDENT | | TYPE OF ENGINE | | TYPE OF A/C | | TYPE OF ACCIDENT | | TYPE OF ENGINE | | TYPE OF A/C | | TYPE OF ACCIDENT | | TYPE OF ENGINE | | TYPE OF A/C | | TYPE OF ACCIDENT | | | | | | | |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | ENGINE FAILURE | | CAUSES OF ACCIDENTS | | MISCELLANEOUS | | STAGE OF FLIGHT | | MISCELLANEOUS | | STAGE OF FLIGHT | | MISCELLANEOUS | | STAGE OF FLIGHT | | MISCELLANEOUS | | STAGE OF FLIGHT | | MISCELLANEOUS | | STAGE OF FLIGHT | | MISCELLANEOUS | | | | | | | |
| UNIT | | COM. | | PLACE | | DATE | | TIME | | H.Q. FILE | | A/C TYPE | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | NAME | | RANK | | No. | | DUTY | | INJURIES | | SERIOUS | |
| 127 Sqdn. | | E.A.C. | | Gander Aerodrome | | 2-10-42 | | 1130 | | 1100-13-70 | | Hurricane I | | 1370 | | C | | x | | x | | | | | | Bishop, J.H. | | F/S R98405 | | P. | | Uninjured. | | FATAL | | INJURY | |
| Hurricane I | | 1370 | | C | | x | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | RANK | | No. | | DUTY | | INJURIES | | SERIOUS | | CARD SERIAL No. | | TYPE A/C & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | |
| Hurricane 1370 | | Slight | | | | | | | | | | | | Hurricane 1370 | | Slight | | | | | | | | | | | | | | | | | | | | | |
| Merlin 1840/22913 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | | |
| A 14 | | 5-10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | | NATURE OF ACCIDENT | |

Handwritten: **Check out**

DUTY ON WHICH ENGAGED:

Taxiing a/c to maintenance hangar.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 24/11/42

COMPOSITION: F/O. J.H. SANDERSON (J6275) OF No. 10 SQUADRON
3 Oct./42

Pilot lost control of aircraft while taxiing. Pilot taxied A/C too fast, knowing the brakes were unserviceable.

REPLACED BY: F.O. J.W.C. LANGMUIR (J5051)
24 Nov./42

RECOMMENDATIONS:

- (1) That cases of this kind be treated more severely and pilot made to pay damages, instead of having log books endorsed.
- (2) A/C PLACED UNSERVICEABLE BECAUSE OF BRAKES TO BE TOWED & NOT TAXIED IF TOWING FACILITIES ARE AVAILABLE, AND TAXIED ONLY WHEN POSSIBLE TO PROVIDE SUFFICIENT SAFEGUARD, SUCH AS AIRMEN GUARDING THE WING TIPS.

PRIMARY CAUSE:

Carelessness on part of pilot, IN THAT HE ATTEMPTED TO TURN THE A/C IN A LIMITED AREA AT A SLIGHTLY EXCESSIVE SPEED, KNOWING THE BRAKES TO BE UNSERVICEABLE.

ACTION TAKEN:

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

Referred to C.O. of Station for disciplinary action.

CONCLUSIONS OF A.I.B.

(1) THIS IS NOT A FLYING ACCIDENT. FLIGHT HAD BEEN COMPLETED & BRAKES DECLARED UNSERVICEABLE, THEN PILOT WAS DETAILED TO TAXY A/C TO REPAIR HANGAR (2) AGREE WITH FINDINGS, ALSO THAT PORTION OF REMARKS OF A.D.C. IN THAT PROCEEDINGS WERE FAR FROM COMPLETE. PROCEEDINGS SHOW AN UTTER LACK OF KNOWLEDGE OF OBTAINING & ASSEMBLING EVIDENCE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

NOTE:

ACCIDENT HAPPENED ON 2/10/42, ACCORDING TO SECTION B OF PAGE 6. THE PILOT NEVER STATED NOR WAS HE ASKED THE DATE OF THE ACCIDENT. OTHER WITNESSES GAVE DATE AS 1/10/42. IN BRIEF THE WHOLE PROCEEDINGS CHECKED BY _____ DATE _____ ARE A MESS.