

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
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.	UNDET.	PRIMARY	
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																
CAUSES OF ACCIDENTS																															
UNIT		COM.			PLACE										DATE		TIME														
135 Squadron		Patricia Bay			W.A.C.			Main Aerodrome										10-11-42		1120											
A/C TYPE		No.			CRASH CAT.										SE	ME	DAY	NIGHT													
Hurricane IIB		5415			A										X	X	X														
NAME				RANK		No.		DUTY		INJURIES										SERIOUS											
Walcroft, E.W.				SGT		R57612		P		Seriously Injured.										FATAL	INJURY										
																1															
															CARD SERIAL No.																
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																					
Hurricane		5415		Serious						INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
cane														DUAL SOLO		DUAL SOLO															
P. Merlin		A265479/A520		Serious																											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE															
A 618 10-11																															
NATURE OF ACCIDENT																															

HAND O.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STRATRY
 FATAL
 INJ.
 3RD.
 2.
 1.

MISCELLANEOUS
 CAUSES

STAGE OF FLIGHT

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

DUTY ON WHICH ENGAGED:

Scrambled as target aircraft.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Forced landing due to engine cutting when switched from main to reserve fuel tanks. Aircraft turned over after hitting fence.

PRIMARY CAUSE:

~~Pilot did not have sufficient height to reach aerodrome when he switched fuel tanks, and so did not have sufficient time to thoroughly pump out an air lock in the fuel line.~~

17. FORCED LANDING

(17)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Low cloud prevalent not permitting usual circuit height.~~
~~A/C turned over after hitting fence.~~

26. GOING UP IN NOSE

(26)

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE: 10-11-42.

COMPOSITION:

F/L MacDonald, H.A. (C1681) 122 Sqdn., Patricia Bay.
F/O Watts, A.I. (J5300) 149 Sqdn., Patricia Bay.
F/O Higham, J.B. (J7080) 149 Sqdn., Patricia Bay.

RECOMMENDATIONS:

Pilots be further impressed with necessity for turning gasoline selector valve from main tanks to reserve before main tanks run dry, and when possible in a position conducive to successful forced landings.

ACTION TAKEN:

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

An order has been promulgated forbidding pilots to change to reserve tank, while in the air, under 2000 feet.

CONCLUSIONS OF A.I.B.

Agree with the findings.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____