

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Operational flight.

OR COMMANDING OFFICER'S REPORT: *OOD/ACC/ES/PRV/M/O/CN*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27 Dec./42

COURT OF INQUIRY

Aircraft crashed immediately after take-off. At 200 ft. the port motor failed followed by spiral to port into ground with a/c bursting into flames on impact.

COMPOSITION:

S.L. J.H.Roberts (C1183) of R.C.A.F. Station, Dartmouth, N.S.
P.O. W.M.Howes (J14024)
S.L. G.E. Briese (C1591)
(Latter two of R.C.A.F. Station, Sydney, N.S.)

RECOMMENDATIONS:

(1) That thorough investigation be carried out to establish a correct procedure in use of carburettor heating on this type of a/c. Also to introduce carburettor heat gauges. (2) To lay down rule that pilots shall not switch to gas tank other than one used for running up, while a/c is on ground or taking off.

PRIMARY CAUSE:

~~Engine failure due to carburettor icing.~~

ACTION TAKEN:

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

No Disciplinary action.

14. OUT. OF CONTROL.

(14)

CONCLUSIONS OF A.I.B.

Pilot lost control of a/c following engine failure after take off.

REMARKS OF C.I.A.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Loss of control and fire.~~

I agree with the first part of para.1 of recommendations & with para. 2. It should not be necessary to change over tanks at a low altitude just after taking off.

RECORDED BY _____ DATE _____

29. FIRE - (29)
IN CRASH

CHECKED BY _____ DATE _____