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|-----------------------------------|-----|--------|-------|----|--------|----|---------|----|-----------|-----------------|---------|------------------|-----------|----|---------------------------|----|--------------|----|---------|-------------|-------------|----------------|-------------|-----------|---------------|----|-----------|----------------------|---------------|------|--------|----|---------------|------|-----------------------|------|---------------|------|---------|------|--------|----|---------|----|-----------|---|-------------|---|-------------|---|------------|---|-----------|---|-------------|---|--------------|---|---------|---|--------|---|---------|----|---------|----|--------|----|---------|----|---------------------|----|---------|----|------------|----|-------|----|--------|----|---------|----|---------|---|---------|---|----------|---|--------|---|--------|---|-------|---|-------|---|------|---|-----------|---|-----------|
| 32 | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG'NCE | 28 | INEXP'NCE | 27 | MISCEL. | 26 | INSTRUCT. | 25 | FLT. CONTR. | 24 | OTHERS | 23 | PRIMARY | 22 | FL. CONTRS. | 21 | MOV. SURFS. | 20 | STAB. SURFS. | 19 | W. STRUTS | 18 | LAND. GEAR | 17 | FLOATS | 16 | FUSE. OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UND'TD | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUB'N SYS. | 6 | ENG. STR. | 5 | AIRSCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UND'TD | 1 | PRIMARY | 19 | HAND Q. | 18 | INSTS. | 17 | WEATHER | 16 | CAUSES OF ACCIDENTS | 15 | DRAINS. | 14 | AL'G SURF. | 13 | OTHER | 12 | UND'TD | 11 | PRIMARY | 10 | TAXYING | 9 | LANDING | 8 | TAKE-OFF | 7 | FLIGHT | 6 | FLIGHT | 5 | FATAL | 4 | FATAL | 3 | INJ. | 2 | 3RD. INJ. | 1 | 1st. INJ. |
| PILOT | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 5 BR. Sqdn. Gander. Nfld. | | | | | | | | | | COM. E.A.C. | | | | | PLACE Gander Newfoundland | | | | | | | | | | DATE 15-12-42 | | | | TIME 1057 GMT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Canso "A" | | | | | | | | | | No. 9743 | | | | | CRASH CAT. B | | | | | SE | | ME | | DAY NIGHT | | | | H.Q. FILE 1100-97-43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Macdonald, J.E. | | | | | | | | | | RANK LAC | | No. R158609 | | | DUTY Eng. | | INJURIES Nil | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stevenson, R.R. | | | | | | | | | | WO2 | | R61156 | | | D.B. | | Nil | | | | | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seaman, RAF | | | | | | | | | | F/S | | 87730 | | | 2nd P. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kirkham, S.R. | | | | | | | | | | WO2 | | R92133 | | | Obs. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| McLeod, N.E. | | | | | | | | | | SGT | | 112170 | | | Wag. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Perry, J.P. | | | | | | | | | | F/S | | R72865 | | | Wag. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edwards, E.E. | | | | | | | | | | SGT | | R101715 | | | Wag. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Templeman, I.G. | | | | | | | | | | CPL | | R105830 | | | Eng. | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | EXTENT OF DAMAGE | | | | | REPORT FORM | | | | | SERIAL No. | | | | | DATE | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Canso A | | | | | | | | | | 9743 | | | | | Serious | | | | | | | | | | | | | | | | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp A262593/A262595 | | | | | | | | | | NIL. | | | | | | | | | | | | | | | | | | | | | | | | DUAL | | SOLO | | DUAL | | SOLO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT | | | | | FILE | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A 13 X43 | | | | | | | | | | 16-12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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DUTY ON WHICH ENGAGED:

"Convoy Escort".

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Port engine cut out at forty feet.
Made wheels up landing on edge of
runway.

01/17/44

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Engine failure. Cause of
failure is obscure.~~

15. FORCE LAND

15

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Landed with wheels up.~~

26. ENGINE TROUBLE

26

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____