

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1  
JUN 6 50 50 58 57 58 58 57 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

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. **UND'TD** PRIMARY

PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT **125 Sqdn.** COM. **E.A.C.** PLACE **Tor Bay Station Runway** DATE **29-1-43** TIME **1325**  
**Tor Bay, NEFLD.**  
A/C TYPE **Hurricane IIB** No. **5501** CRASH CAT. **C** SE **x** ME **x** DAY **x** NIGHT

NAME			RANK	NO	DUTY	INJURIES		SERIOUS	
<b>Young, W.O..</b>			<b>P/O</b>	<b>C20395</b>	<b>P.</b>	<b>Nil</b>		FATAL	INJURY

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS	
<b>Hurricane</b>	<b>5501</b>	<b>Seriously</b>						<b>DUAL</b>	<b>SOLO</b>	<b>DUAL</b>	<b>SOLO</b>	
<b>P. Merlin</b>	<b>4041</b>	<b>47993/A-4416</b>	<b>Slight</b>									

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
<b>A 28</b>	<b>29-1</b>				

NATURE OF ACCIDENT

CAUSES MISCELLANEOUS  
HAND Q. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND'TD PRIMARY TAYING LANDING TAKE-OFF FLIGHT STAFFRY FATAL INJ. 3RD. INJ. 2ND. INJ. 1ST. INJ.

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1  
CATEGORY TYPE OF ENGINE TYPE OF A/C

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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

1 ) DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

2 ) **Height test.**

OR COMMANDING OFFICER'S REPORT:

3 ) NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

TBB / 127 / XGM / XGT / <sup>D-14</sup> / <sup>✓</sup>

4 ) **Ran off runway into snowbank.**  
5 ) **while taxiing.**

COMPOSITION:

6 ) PRIMARY CAUSE:

7 ) ~~1. Bad surface of aerodrome.~~

8 ) RECOMMENDATIONS: More care by pilots must be used. Run-  
9 ) are not in good enough condition generally even when  
10 ) Flying Control passes them for Hurricane A/C. This  
11 ) aerodrome necessitates long taxiing distances for take-  
12 ) offs and landings which gradually wear out brakes. Fly-  
13 ) ing these A/C on this aerodrome under winter condi-  
14 ) tions will have to be at a minimum unless runway serv-  
15 ) ACTION TAKEN: icing equipment is more complete.

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
Log book endorsed "Error in Judgment".

16 ) **10**  
17 ) *10. Bad Ground*

18 ) SECONDARY CAUSE OR CONTRIBUTING FACTORS:

19 ) ~~Error of judgment on part of pilot~~  
20 ) ~~Gusty crosswind and icy runways.~~

21 ) \_\_\_\_\_  
RECORDED BY DATE

22 ) \_\_\_\_\_  
CHECKED BY DATE