

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
 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. REVIEW A. ENG. CONTRS. UND'TD PRIMARY HAND.O. INSTS. WEATHER DRINKS. ALG SURF. OTHER UND'TD PRIMARY TAKING LANDING TAKE-OFF FLIGHT STAFFRY FATAL INJ. 3RD. 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

TYPE OF A/C: PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE
 CAUSES OF ACCIDENTS

UNIT 113 Sqn. COM. 1 PLACE Yarmouth, N.S. E.A.C. Yarmouth County, N.S.
 DATE 8-7-43 TIME 1630
 H.Q. FILE 1700-447

A/C TYPE Hudson 111 No. BW447 CRASH CAT. A SE ME DAY NIGHT
 NAME RANK NO. DUTY INJURIES SERIOUS
 FATAL INJURY

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
Nogelsang, E.W.	P/O	J10495	P.	Killed.	
May, D.M.	F/S	R108433	Obs.	Killed.	5.
Thomas, L.E.	SGT	R104036	WAG	Killed.	
MacRae, W.D.	SGT	R104026	WAG	Killed.	
Dale, W.	LAC	R141193	Arm.	Killed.	

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.	
Hudson	BW447							DUAL	SOLO	DUAL	SOLO	

SIGNAL No. & DATE: A 14 8-1
 UNIT No. & DATE:
 COM. No. & DATE:
 REPORT FILE DATE

NATURE OF ACCIDENT

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
 UND'TD PRIMARY HAND.O. INSTS. WEATHER DRINKS. ALG SURF. OTHER UND'TD PRIMARY TAKING LANDING TAKE-OFF FLIGHT STAFFRY FATAL INJ. 3RD. 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

DUTY ON WHICH ENGAGED:

Practice bombing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 9 Jan 47 ~~1st Lt. W. S. ...~~

COMPOSITION: S/L. G. A. P. BRICKENSHAW, E.A.C. HQ.
F/L. H. A. BEER, #462 SQUADRON.

A/C appeared to start to climb then fall away in right hand spin from which it failed to recover before striking some trees, followed by explosions. The A/C burst into flames and was totally destroyed.

~~000/000/000~~ INK/CN

RECOMMENDATIONS:

IN THE LIGHT THAT CARBURETTOR ICING MAY HAVE CAUSED THIS ACCIDENT AND ALSO THE GREAT DIFFICULTY EXPERIENCED IN MARK III HUDSON A/C OF INSUFFICIENT HEAT FOR MELTING ICE COLLECTED IN THE CARBURETTOR OR STOPPING THE FORMATION OF ICE IN THE CARBURETTOR (DUE TO INSUFFICIENT CYLINDER HEAD TEMPERATURE) THE COURT RECOMMENDS THAT IMMEDIATE ACTION BE TAKEN TO EITHER BAFFLE OFF THE CYLINDER TO INCREASE CYLINDER HEAD TEMPERATURE (WHICH TEND TO BE RUNNING EXTREMELY LOW) AND/OR OVERCOME ACTUAL ICING IN THE CARBURETTOR BY ALCOHOL INJECTION INTO THE CARBURETTOR.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

The pilot, comparatively inexperienced on type, lost control of the A/C and crashed; the A/C catching fire. Loss of control was probably the result of pilot stalling the A/C when engine failed due to carburettor icing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

It might have been caused by carburettor icing. Pilot had tendency towards rough handling or overloading to the extent of neglecting the stalling characteristics of this type of A/C.

RECORDED BY _____ DATE _____

MADE BY Thie-in DATE _____

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Out of control

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