

TYPE OF A/C		CAUSES OF ACCIDENTS										CAUSES										STAGE OF FLIGHT																			
PILOT		OTHERS					AIRFRAME FAILURE					ENGINE FAILURE										MISCELLANEOUS																			
UNIT		COM.					PLACE					DATE					TIME					MISCELLANEOUS																			
31 O.T.U.		E.A.C.					2 miles S.W. of M.A.					27-1-43					1605 GMT					MISCELLANEOUS																			
Debort, N.S.		F.A.C.					2 miles S.W. of M.A.					H.Q. FILE					1300-AM890-1					MISCELLANEOUS																			
A/C TYPE		No.					CRASH CAT.					SE					ME					DAY					NIGHT					MISCELLANEOUS									
Hudson V		AM890					A					X					X					X					MISCELLANEOUS														
NAME		RANK		No.		DUTY		INJURIES					SERIOUS					MISCELLANEOUS																							
Nash, E.J.H.		P/O		1338322		P		Killed.					FATAL		INJURY			MISCELLANEOUS																							
Bennett, D.M.		P/O		133791		Obs.		Killed.					4					MISCELLANEOUS																							
Leadley, H.R.		SGTR		102352		WAG		Killed.										MISCELLANEOUS																							
Mark, E.		SGTR		99990		WAG		Killed.										MISCELLANEOUS																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										MISCELLANEOUS																			
Hudson V		AM890		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		MISCELLANEOUS																			
P&W Wasp		P A263232		& S A203846		Total																MISCELLANEOUS																			
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE			MISCELLANEOUS																							
A 856			27-1															MISCELLANEOUS																							
NATURE OF ACCIDENT																																									

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Navigation exercise.No. 2 Route 4.

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 30 Jan./43

S/L. E.V. Mackenzie, #4 R.D.

COMPOSITION:

F/L. R.C. Harbourne, #31 OTU.

F/O. A.H. Ford, #31 OTU.

1200/A00/PNK

While approaching to land aircraft swung through 180 degrees to left and spun into ground to the right. A/c caught fire on impact. Assumption that stbd wing struck ground a/c to cartwheel before finally coming to rest.

RECOMMENDATIONS:

Nil

CONCLUSIONS OF A.I.B. (865)

A/c, when approaching to land, went out of control, crashed & burned. Pilot lost control while probably changing gas selector cock, at low altitude, during his approach to land.

Note: This accident was investigated A.I.B. and is covered by Report #52.

PRIMARY CAUSE:

~~18. Loss of control.~~

~~Pilot lost control while changing gas selector cock at low altitude during approach to land.~~

19 Out of Control

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER by an inspector of

Findings of Investigation

~~Obscure, but it is felt that accident did not result from any failure of airframe structure, however evidence indicates possibility of stoppage of~~

~~port engine on initial approach & failure of pilot to raise a/c & perhaps flaps resulted in loss of airspeed, ending in final stall & dive.~~

~~Secondary cause or contributing factors:~~

29

Fire-increase

RECORDED BY

DATE

CHECKED BY

DATE