

19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1		
17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1				
16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1								
14	13	12	11	10	9	8	7	6	5	4	3	2	1	14	13	12	11	10	9	8	7	6	5	4	3	2	1										
13	12	11	10	9	8	7	6	5	4	3	2	1	13	12	11	10	9	8	7	6	5	4	3	2	1												
12	11	10	9	8	7	6	5	4	3	2	1	12	11	10	9	8	7	6	5	4	3	2	1														
11	10	9	8	7	6	5	4	3	2	1	11	10	9	8	7	6	5	4	3	2	1																
10	9	8	7	6	5	4	3	2	1	10	9	8	7	6	5	4	3	2	1																		
9	8	7	6	5	4	3	2	1	9	8	7	6	5	4	3	2	1																				
8	7	6	5	4	3	2	1	8	7	6	5	4	3	2	1																						
7	6	5	4	3	2	1	7	6	5	4	3	2	1																								
6	5	4	3	2	1	6	5	4	3	2	1																										
5	4	3	2	1	5	4	3	2	1																												
4	3	2	1	4	3	2	1																														
3	2	1	3	2	1																																
2	1	2	1																																		
1	1																																				

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE					
TYPE OF ENGINE	CAUSES OF ACCIDENTS											
CATEGORY	UNIT	5 BR. Sqdn.	COM.		PLACE		DATE	7-1-43	T	0655	MISCELLANEOUS CAUSES	
	Gander, NEFD.	E.A.C.	Gander	H.Q. FILE	1700-9737							
	A/C TYPE	Canso A	No.	9737	CRASH CAT.	A	SE	ME	DAY	NIGHT	STAGE OF FLIGHT	
	NAME	RANK	No.	DUTY	INJURIES		SERIOUS					
	Small, N.E.	S/L	G1379	P	Missing	Killed	FATAL	INJURY				
	Tingle, A.L.	F/O	J5767	2P	Missing	Killed	5	2				
	Hudson, D.L.	F/S	R92324	Nav	Missing	Killed	CARD SERIAL NO.					
	Mangan, J.T.	F/S	R69117	WAG	Missing	Killed	1					
	Banning, J.E.V.	F/S	R69377	WAG	Missing							
	White, H.E.	SCT	R84515	Eng	Missing	Killed						
	Wilson, W.B.	SCT	R127900	Eng	Missing	Slight						
	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
	Canso A	9737	Total				INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	
	Wasp	7858/A190437	Serious				DUAL	SOLO	DUAL	SOLO		
		9714/A195015	Serious									
	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE	NATURE OF ACCIDENT					
	X 133	A 27 8-1										

HAND Q
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

DUTY ON WHICH ENGAGED:

Anti submarine sweep.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C heavily loaded and throttle back 30" boost probably caught in severe down draft before reaching sufficient height after take off to avoid colliding with ground.

DATE: 10 Jan./43

COURT OF INQUIRY

COMPOSITION:

S.L. Volk, S., R.C.A.F. Station Torbay
S/L. Mulvihill, No. 1 Group
S/L. Gilchrist, No. 1 Group

RECOMMENDATIONS:

- (A) A PILOT, BEFORE MAKING A NIGHT FLIGHT ON HEAVY A/C (WHICH HE HAS NOT FLOWN FOR SEVERAL MONTHS), SHOULD BE COMPELLED TO MAKE A FAMILIARIZATION FLIGHT IN DAYLIGHT.
- (B) THAT WHERE POSSIBLE, PILOTS UNFAMILIAR OR NOT RECENTLY ACQUAINTED WITH THE LOCAL TOPOGRAPHY OF AN AIRPORT, MAKE A FAMILIARITY FLIGHT IN DAYLIGHT BEFORE MAKING A NIGHT FLIGHT.

PRIMARY CAUSE:

~~Severe down draft in heavily loaded condition at moment of commencing turn on to course.~~

ACTION TAKEN:

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

Nil.

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS AND WITH THE REMARKS OF THE A.C.C. NO. 1 GROUP. WHILE AGREEING WITH THE FINDINGS IT IS CONSIDERED THAT A CONTRIBUTORY CAUSE WAS THAT THE PILOT THROTTLED BACK TO 30 INCHES OF BOOST BEFORE HE REACHED SUFFICIENT ALTITUDE ESPECIALLY IN VIEW OF THE LOAD HE CARRIED AND THE TURBULENT AIR CONDITIONS SOUTH WEST OF THE AIRPORT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Inexperience on type at night.
Faulty setting of altimeter.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

14
Out of Control