



DUTY ON WHICH ENGAGED:

Night circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Stbd engine failed, pilot unable to maintain height and crashed in a field.

DATE: 25 Feb./43

S/L. D.L.England, #32 OT.U.

COMPOSITION:

F/O. R.F.Stevenson, #32 O.T.U.

P.O. E.J. Curtis, #32 O.T.U.

*1 LOC/AOP/PARTY YES/NA/NA/NA*

RECOMMENDATIONS:

That above average pilots only be trained on Hampden a/c. (AOC, WAC, concurred in findings except recommendation)

PRIMARY CAUSE:

54. Engine failure in the air.

~~Due to error of judgment on part of pilot, in that he did not retract the u/c which would have enables him to maintain height and control of the a/c.~~

*17. Speed Landing*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Low height in circuits at time of failure. Failure of U/C to retract.~~

*26. Engine Trouble - Accidents*

CONCLUSIONS OF A.I.B.

Due to failure of stbd. engine on take

ACTION TAKEN: off, cause of which was not disclosed

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

in evidence, the pilot. comparatively inexperienced on type, was unable to maintain height & control on 1 engine, so crash landed. The failure of u/c to retract was contributing factor. The evidence does not definitely disclose whether this failure was mechanical or pilot error.

RECORDED BY

DATE

CHECKED BY

DATE