

TYPE OF A/C		CAUSES OF ACCIDENTS												
UNIT	32 O.T.U.	COM.	WAC	PLACE	Patricia Bay aerodrome				DATE	16-3-43	TIME	0220		
A/C TYPE	Hampden 1	No.	AN145	CRASH CAT.	A	SE	ME	DAY	NIGHT	H.Q. FILE	1300-AN145			
NAME		RANK	No.	DUTY	INJURIES				SERIOUS					
Lindsay, S.S.		P/O	J12636	PP	NIL.				FATAL	INJURY				
Stephens, W.N.		Sgt.	1223289	Nav.	NIL.									
Hayes, J.J.		Sgt.	R122018	WAG	NIL.									
Kennedy, L.A.		Sgt.	R95605	Wag.	NIL.				CARD SERIAL No.					
									1					
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
Hampden AN145		Totally					INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.			
Pegasus XV111		239875/S12786F	239983/S12894F	Totally			DUAL	SOLO	DUAL	SOLO				
SIGNAL No & DATE		UNIT No & DATE		COM. No & DATE		REPORT	FILE		DATE					
A-315		16-3-43												

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES  
 UND/TD  
 PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRYNS.  
 ALIG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJURY  
 3RD. INJ.

JU. 6  
 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 S.  
 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

TYPE OF ENGINE  
 CATEGORY  
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 B  
 C  
 D

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DUTY ON WHICH ENGAGED:

Taking off on night navigation exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C swung to stbd on take-off. Port oleo leg collapsed followed by stbd. A/C caught fire and was burnt out.

DATE:

COMPOSITION:

03/10/1954

RECOMMENDATIONS:

PRIMARY CAUSE:

~~9. Swinging.~~

2. Swung

ACTION TAKEN:

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

Pilot's log book endorsed "Error of Judgment".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~33. Technical defect. (Leak of tail wheel lock considered~~

~~32. Pilot Error to have been a contributory factor.)~~

34. We strain

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_