

CATEGORY
 TYPE OF ENGINE
 TYPE OF A/C
 CAUSES OF ACCIDENTS
 STAGE OF FLIGHT
 CAUSES
 MISCELLANEOUS

32	JU.	31	TECH.	30	DISOB.	29	NEG'NCE	28	INEXP'NCE	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTR.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTR.	3	MISCEL.	32	UND TD	1	PRIMARY
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CAUSES OF ACCIDENTS

UNIT #31 O.T.U.	COM. EAC	PLACE 46.05 N. 61.25 W. Cape Mabou Mt. N.S.	DATE 8.4.43	TIME 2150
Debort, N.S.			H.Q. FILE 1300-PK.408-1	

A/C TYPE Hudson VI	No. FK.408	CRASH CAT. A	SE	ME X	DAY	NIGHT
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NAME	RANK	No.	DUTY	INJURIES		SERIOUS	
				FATAL	INJURY	FATAL	INJURY
Hyland, T.V.	Sgt.	R128953	PP	Killed			
Elliott, P.W.	AUS	Sgt.	425289 Nav.	Killed	2	1	
McCarthy, B.J.	Sgt.	R124696	WAG	Slightly			

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.
							DUAL	SOLO	DUAL	SOLO	
Hudson VI #FK.408	Totally										
P&W 41-44377/51461	Totally										
41-44339/51423											

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A.871 8.4.43					
A.873 8.4.43					
A.876 8.4.43					

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 32
 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 32

HANDQ
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATION
 FATAL
 INJ.
 3RD.
 2.
 1.

DUTY ON WHICH ENGAGED:
Navigation exercise 3 Route 1.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
50 minutes after takeoff the pilot was unable to make A/C climb. Later the A/C crashed and was totally destroyed.

DATE: 10-4-43.

COMPOSITION:

S/L Brickenden, G.A.P. E.A.C.

IN

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~59. Obscure.~~

~~It is reasonable to assume it was caused by carburettor icing.~~

20. *Flew into ground*

20

ACTION TAKEN:

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

A/C WHILE FLYING AT 1000' ON NIGHT NAVIGATION EXERCISE CRASHED INTO MABOU MOUNTAIN IN BAD WEATHER CONDITIONS WHICH WERE IDEAL FOR CARBURETTOR ICING. PILOT FAILED TO CARRY OUT INSTRUCTIONS TO FLY AT 6000'. THE REASON FOR THIS FAILURE IS NOT DEFINITELY ESTABLISHED. THE PILOT HAD ONLY FLOWN 111 HOURS IN THE LAST 6 MONTHS AND WAS INEXPERIENCED ON NIGHT FLYING ON HUDSONS (TIME SOLO AT NIGHT WAS 2:10 HRS.) IT IS CONSIDERED THAT THE WEATHER CONDITIONS WERE NOT SUITABLE TO SEND THIS PILOT ON THIS EXERCISE. THE PROCEEDINGS DISCLOSE THAT THERE WAS A LACK OF UNDERSTANDING BETWEEN THE WIRELESS OPERATOR GROUND AND THE W.A.G. IN THE A/C. APPARENTLY THE OPERATOR IN THE A/C WAS USING THE WRONG FREQUENCY. THIS IS A LACK OF ORGANIZATION AND TRAINING AT THE UNIT.

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~32. Pilot error.~~

47. Weather.