

|  |                 |                         |                             |                     |               |                       |                     |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
|--|-----------------|-------------------------|-----------------------------|---------------------|---------------|-----------------------|---------------------|------------|-----------------|-----------|-------------|-----------|-----------|---------|--------------|-----------------|---------------|---------|--------|-----------------|-----------|-----------|------------|------------|-----------|-------------|--------------|---------|-------|---------|------|--------|---------|--------|-----------|---------|-----------|------------|--------|---------|-----------|-----------|------------|-----------|-----------|--------|--------------|-----------------|---------------|---------|-------|---------|-----------|-----------|------------|------------|-----------|-------------|--------------|---------|-------|---------|------|--------|---------|--------|-----------|-------|-------|---------|--------|---------|----------|--------|---------|-------|------|------|------|------|-------|--------|------------------|----------------|---------------------|---------------|-----------------|-------|---------|--------|---------|----------|--------|---------|-------|------|------|------|------|
| 32   | 31              | 30                      | 29                          | 28                  | 27            | 26                    | 25                  | 24         | 23              | 22        | 21          | 20        | 19        | 18      | 17           | 16              | 15            | 14      | 13     | 12              | 11        | 10        | 9          | 8          | 7         | 6           | 35           | 4       | 3     | 2       | 1    |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| 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   |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| <table border="1"> <tr> <td colspan="1">TECH.</td> <td colspan="1">DISOB.</td> <td colspan="1">NEG/NC</td> <td colspan="1">INEXP/NC</td> <td colspan="1">MISCEL.</td> <td colspan="1">INSTRUCT.</td> <td colspan="1">FLT CONTR.</td> <td colspan="1">OTHERS</td> <td colspan="1">PRIMARY</td> <td colspan="1">FL CONTRS</td> <td colspan="1">MOV SURFS</td> <td colspan="1">STAB SURFS</td> <td colspan="1">W. STRUTS</td> <td colspan="1">LAND GEAR</td> <td colspan="1">FLOATS</td> <td colspan="1">FUSE OR HULL</td> <td colspan="1">TAIL SKID OR W.</td> <td colspan="1">ENGINE MOUNT.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">FUEL SYS.</td> <td colspan="1">COOL SYS.</td> <td colspan="1">IGNIT SYS.</td> <td colspan="1">LUB'N SYS.</td> <td colspan="1">ENG. STR.</td> <td colspan="1">AIRSCREW A.</td> <td colspan="1">ENG. CONTRS.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">HAND</td> <td colspan="1">INSTS.</td> <td colspan="1">WEATHER</td> <td colspan="1">DRKNS.</td> <td colspan="1">ALG SURF.</td> <td colspan="1">OTHER</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">TAXING</td> <td colspan="1">LANDING</td> <td colspan="1">TAKE-OFF</td> <td colspan="1">FLIGHT</td> <td colspan="1">STAT'RY</td> <td colspan="1">FATAL</td> <td colspan="1">INJ.</td> <td colspan="1">3RD.</td> <td colspan="1">2ND.</td> <td colspan="1">1ST.</td> </tr> <tr> <td colspan="1">PILOT</td> <td colspan="1">OTHERS</td> <td colspan="1">AIRFRAME FAILURE</td> <td colspan="1">ENGINE FAILURE</td> <td colspan="1">CAUSES OF ACCIDENTS</td> <td colspan="1">MISCELLANEOUS</td> <td colspan="1">STAGE OF FLIGHT</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">TAXING</td> <td colspan="1">LANDING</td> <td colspan="1">TAKE-OFF</td> <td colspan="1">FLIGHT</td> <td colspan="1">STAT'RY</td> <td colspan="1">FATAL</td> <td colspan="1">INJ.</td> <td colspan="1">3RD.</td> <td colspan="1">2ND.</td> <td colspan="1">1ST.</td> </tr> </table> |                 |                         |                             |                     |               |                       |                     |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      | TECH.  | DISOB.  | NEG/NC | INEXP/NC  | MISCEL. | INSTRUCT. | FLT CONTR. | OTHERS | PRIMARY | FL CONTRS | MOV SURFS | STAB SURFS | W. STRUTS | LAND GEAR | FLOATS | FUSE OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UNDTD | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UNDTD | PRIMARY | HAND | INSTS. | WEATHER | DRKNS. | ALG SURF. | OTHER | UNDTD | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STAT'RY | FATAL | INJ. | 3RD. | 2ND. | 1ST. | PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE | CAUSES OF ACCIDENTS | MISCELLANEOUS | STAGE OF FLIGHT | UNDTD | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STAT'RY | FATAL | INJ. | 3RD. | 2ND. | 1ST. |
| TECH.  | DISOB.          | NEG/NC                  | INEXP/NC                    | MISCEL.             | INSTRUCT.     | FLT CONTR.            | OTHERS              | PRIMARY    | FL CONTRS       | MOV SURFS | STAB SURFS  | W. STRUTS | LAND GEAR | FLOATS  | FUSE OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UNDTD  | PRIMARY         | FUEL SYS. | COOL SYS. | IGNIT SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UNDTD | PRIMARY | HAND | INSTS. | WEATHER | DRKNS. | ALG SURF. | OTHER   | UNDTD     | PRIMARY    | TAXING | LANDING | TAKE-OFF  | FLIGHT    | STAT'RY    | FATAL     | INJ.      | 3RD.   | 2ND.         | 1ST.            |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| PILOT  | OTHERS          | AIRFRAME FAILURE        | ENGINE FAILURE              | CAUSES OF ACCIDENTS | MISCELLANEOUS | STAGE OF FLIGHT       | UNDTD               | PRIMARY    | TAXING          | LANDING   | TAKE-OFF    | FLIGHT    | STAT'RY   | FATAL   | INJ.         | 3RD.            | 2ND.          | 1ST.    |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| TYPE OF A/C  | UNIT #31 G.R.S. | COM. EAC                | PLACE Charlottetown Airport | DATE 10.5.43        | TIME 1256     | H.Q. FILE 1300-FH.416 | A/C TYPE Hudson 111 | No. W.2653 | CRASH CAT. C.2  | SE C.3    | ME D.1      | DAY X     | NIGHT X   | RANK PO | NO. J13063   | DUTY P. Nil     | SERIOUS       | FATAL   | INJURY | CARD SERIAL NO. |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| TYPE OF ENGINE   | NAME            | RANK                    | NO.                         | DUTY                | INJURIES      | SERIOUS               | FATAL               | INJURY     | CARD SERIAL NO. |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| 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. |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| Hudson #FH.416   | 59903/59905     | Slightly                | NIL                         | NIL                 | NIL           | 49: 252:50            | 82:45               | 283:55     | 144.25          |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| Cyclone #W.2653  | A138866         | Slightly                | NIL                         | NIL                 | NIL           | 283:55                | 144.25              |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| Cheetah #A138866   | A13920          | Slightly                | NIL                         | NIL                 | NIL           | 283:55                | 144.25              |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| Anson I #6496  | Slightly        | Cheetah A133098/A176092 | NIL.                        | NIL.                | NIL.          | NIL.                  | NIL.                | NIL.       | NIL.            |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| SIGNAL NO & DATE   | UNIT No & DATE  | COM. No & DATE          | REPORT                      | FILE                | DATE          |                       |                     |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| A.170  | 10.5.43         |                         |                             |                     |               |                       |                     |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |
| NATURE OF ACCIDENT   |                 |                         |                             |                     |               |                       |                     |            |                 |           |             |           |           |         |              |                 |               |         |        |                 |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |         |           |            |        |         |           |           |            |           |           |        |              |                 |               |         |       |         |           |           |            |            |           |             |              |         |       |         |      |        |         |        |           |       |       |         |        |         |          |        |         |       |      |      |      |      |       |        |                  |                |                     |               |                 |       |         |        |         |          |        |         |       |      |      |      |      |

DUTY ON WHICH ENGAGED:

Parking on completion of  
Navigation Exercise

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: COURT OF INQUIRY

D-14 # 11.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 13-5-43. *PI*

Anson 6496 taxiing along tarmac in strong cross wind, as it passed the gap between a hangar and flying Hdgts. Bldg. a gust swung A/C to stbd. Pilot unable to check swing with brake applied full stbd engine which caused the A/C

COMPOSITION:

S/L Mould, A.J. (RAF39172) No. 1 G.R.S. Summerside  
F/L Saunders, A.E. (RAF89578) #31 G.R.S. Charlottetown  
P/O Adamson, D.E. (RAF133216) #31 G.R.S.

RECOMMENDATIONS:

to swing and stbd mainplane struck port fin and rudder of Hudson FH416 and port propellor of A/C 2653 parked next to the

If for any reason the brakes of an Anson failed to control the direction of the A/C the first consideration of the pilot should be whether or not to switch off the engine.

PRIMARY CAUSE: Hudson.

~~3. Hitting other aircraft.~~

*9. COLLISIONS.*

**9**

ACTION TAKEN:

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

Recommended that pilot's log book be endorsed for carelessness.

CONCLUSIONS OF A.I.B.

Agree with the findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~35. Cross winds and gusts.~~

~~24. Carelessness.~~

RECORDED BY

DATE

CHECKED BY

DATE

*MULTI  
TCA/POI/WUB  
AF/VA  
MA/XA*