

61 () 60 () 59 () 58 () 57 () 56 () 55 () 54 () 53 () 52 () 51 () 50 () 49 () 48 () 47 () 46 () 45 () 44 () 43 () 42 () 41 () 40 () 39 () 38 () 37 () 36 () 35 () 34 () 33 () 32 () 31 () 7 ()

ACCIDENT CLASSIFICATION

UNIT 31 O.T.U. Debert, N.S.	COM. E	PLACE M.A.	DATE 21-8-43	TIME 1655
A/C TYPE HUDSON III		NO. BW432	CRASH CAT. "A"	H.O. FILE 1300-BW432
		S.E.	M.E.	DAY NIGHT
			X	X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Pearson, J.D.H.	F/O	124675	PI	Dangerously Inj	No.	DATE
Marshall, L.	Sgt	1493604	PP	Killed	A.27	21-8
Lemoine, D.H.	Sgt	R95124	Pass	Slightly Inj.	D 14 (REVISED)	
Gontier, G.E.	Cpl.	R99005	Pass	Slightly Inj.	No.	CHECKED
					2	X
					No. 3	

MONTH

FORCED LANDING ()
 TAXING ()
 LANDING ()
 TAKE OFF ()
 FLIGHT ()
 STATRY ()
 FATAL ()
 INJ. ()
 INJURY ()
 3rd ()
 5 ()

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
W.Cyc. GR1820-G205A	P.A211300/39584 Serious S.A211299/39583 "			SOLO	DUAL	SOLO	DUAL
		44	75	28	2	530	160
		35	25	-	0	103	127

ACCIDENT CLASSIFICATION

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 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 () 41 () 42 () 43 () 44 () 45 () 46 () 47 () 48 () 49 () 50 () 51 () 52 () 53 () 54 () 55 () 56 () 57 () 58 () 59 () 60 () 61 ()

PURPOSE OF FLIGHT:

Circuits and landings.

NATURE OF ACCIDENT:

Pilot retracted u/c immediately after becoming airborne and allowed A/C to sag back while u/c was being raised. Left wing tip struck ground and A/C cartwheeled badly, pivoting on its nose and finally coming to rest right side up after turning over end for end.

CLASSIFICATION:

8. Undercarriage retracted too soon.

SECONDARY OR CONTRIBUTORY FACTORS:

- 12. Loss of control.
- 25. Inexperience. (pupil pilot).
- 17. Disobedience of standing orders.**

TECHNICAL OFFICER'S REPORT:

No technical failure.

~~000/10000/1000~~

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2037

Went out of control on takeoff, probably from initial correction and over-correction.

CONCLUSIONS OF A.I.B.

Agree with findings.

Passengers were not properly authorized to fly.

ACTION TAKEN: