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ACCIDENT CLASSIFICATION

UNIT 133 Sqn	COM. W	PLACE 1 miles South of Tofino		DATE 7-2-44	TIME 1145			
		A/C TYPE HURICANE 12		H.Q. FILE 1100-53-90				
A/C TYPE HURICANE 12		NO. 5390	CRASH CAT. "A"	S.E. X	M.E. R	DAY R	NIGHT	
PERSONNEL HAGUE, F.D.	RANK P/O	NUMBER J27215	DUTY P	INJURIES Slightly Inj.		SIGNAL		
				NO. A.175	DATE 7-2			
				D 14 (REVISED)				
				NO.	CHECKED			
				#4 CR 1/1				
ENGINE Packard Merlin 29	ENGINE NUMBER (S) 19484/A4399 total		HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
			38	24	SOLO	DUAL	SOLO	DUAL
					104	-	201	99

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

INJ. 3rd
INJURY 5

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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RAF
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ACCIDENT CLASSIFICATION

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PURPOSE OF FLIGHT:

Formation flying.

TECHNICAL OFFICER'S REPORT:

NIL

FS/ADP/ES PR NR 1/

NATURE OF ACCIDENT:

P/O Hague was leading a section when he felt a jar on a/c. Opened the throttle but a/c lost speed. At the time he was too low to bail out and consequently had to ditch a/c which was done successfully. Pilot got into his dinghy and was rescued one hour later.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.2281

RECOMMENDATIONS: That experiments be carried out on Hamilton Standard Hydromatic Prop. as fitted to hurricane a/c to see if it is possible in any way for partial full feathering to take place, and if so steps to be taken to have this rectified immediately before further accidents of this nature should occur. CONCLUSIONS OF A.I.B.: All a/c grounded and ^{INSPECTION} of airframe and engines were carried out and when checks have been completed, and if no faults are discovered, a/c may be declared operationally serviceable.

CLASSIFICATION:

~~Obscure.~~

23 Not known

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL