

ACCIDENT CLASSIFICATION

UNIT 31 O.T.U. Debert	COM. E	PLACE M.A.	DATE 23-3-44	TIME 0440 GMT
A/C TYPE HUDSON V		No. AM889	CRASH CAT. "A"	H.Q. FILE 1300-AM889
		S.E.	M.E. X	DAY
				NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BLAKE, I.C.	F/L	123307	PP	Slightly Inj.	No.	DATE
CAREY, J.S.	P/O	154191	NAV	" "	D 14 (REVISED)	
MUNDRICK, J.J.	F/S	124143	WAG	Uninj.	No.	CHECKED
MARRISON, J.V.	SGT	R193751	WAG	"	6	<input checked="" type="checkbox"/>
					#7	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		ON TYPE		TOTAL			
Twin Wasp Series R1830, S3C4G	series	INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
A203739/8269	series						
A203684/8214	"	37	32	63	19	584	86

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STABRY
- FATAL
- INJ.
- 3rd
- 5
- RAF
- M
- N

PURPOSE OF FLIGHT:

Night operational training flight No.4

TECHNICAL OFFICER'S REPORT:

NIL

OFM/ADP/1000/101/MC/10/0

NATURE OF ACCIDENT:

A/C crashed on take-off.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.2323

CAUSE: Pilot closed throttles when just airborne after a prolonged take off run thinking there were obstructions ahead. The prolonged take off run may possibly have been due to the bomb doors being open and lack of wind, or pilot opening throttles too slowly to begin with and tail not coming up (possibly due to faulty trimming). Pilot could have opened up to maximum power to clear obstructions.

RECOMMENDATIONS: Nil

CLASSIFICATION:

14. Misuse of controls.

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CONCLUSIONS OF A.I.B: Obscure. While evidence does not establish cause of this accident, findings of the court is reasonable that accident may be attributed to pilot error. Note: Court found breaches of C.A.P. 100 Sec.15 paras 5 to 9 which deals with wearing of

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: safety belts.

NIL