

CATEGORY 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		TYPE OF ENGINE 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		TYPE OF A/C 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		TECH. DISOB. NEG'NCE INEXP'NCE 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. UND'TD PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND'TD PRIMARY HAND.G. INSTS. WEATHER DRKNS. ALG. SURF. OTHER UND'TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. INJURY 54	
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE		CAUSES OF ACCIDENTS		CAUSES MISCELLANEOUS STAGE OF FLIGHT			
UNIT # 34 S.F.T.S. KINGSTON ONTARIO		COM. 1 PLACE DE HAVILLAND AIRPORT TORONTO ONTARIO		DATE 3-2-41 TIME 1730 H.Q. FILE 1300-4014			
A/C TYPE BATTLE		No. 4014 CRASH CAT. C		SE X ME DAY X NIGHT			
NAME HODGSON W. B.		RANK F/L No. 41348 DUTY P INJURIES UNINJURED		SERIOUS FATAL INJURY CARD SERIAL No.			
TYPE A/F & ENGINE BATTLE MERLIN II		No. 4014 166522		EXTENT OF DAMAGE NIL SLIGHT			
REPORT FORM D.14 SERIAL No. 5-1-41		DATE 5-1-41		HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE DUAL SOLO TOTAL DUAL SOLO LAST 6 MOS.			
SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE			
REPORT		FILE		DATE			
NATURE OF ACCIDENT							

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RETURN TO UNIT AFTER TRANSPORT OF PERSONNEL

TO COLLECT NEWLY ALLOTTED AIRCRAFT FROM TORONTO.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMMANDING OFFICER'S REPORT.

5-4-41

COMPOSITION:

TBG/ANT/UBF

AIRCRAFT TAXIED OFF RUNWAY INTO SOFT SNOW

AND TIPPED UPON NOSE. PILOT DID NOT HAVE

FULL CONTROL OF AIRCRAFT ON GROUND DUE TO

TO LACK OF BRAKE PRESSURE.

GROUP CAPTAIN A. SHEKELETON.

RECOMMENDATIONS:

THIS OFFICER INTERVIEWED THE PILOT AND COULD NOT FIND
ANY EVIDENCE OF CARELESSNESS.

PRIMARY CAUSE: ENGINE FAILURE. THE ENGINE

WAS NOT RUN ON THE GROUND PRIOR TO TAKE OFF DUE TO

ABSENCE OF WHEEL CHOCKS.

THE BRAKE PRESSURE WAS LOW EVEN AFTER AN HOUR'S

FLIGHT AND IN SUCH CONDITIONS BATTLES ARE

DIFFICULT TO HANDLE. THE ENGINE FAILED

ON FIRST TAKE-OFF AND HE WAS RETURNING

FOR A SECOND RUN, WHEN THE ACCIDENT OCCURRED.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

THERE WAS NO EVIDENCE OF CARELESSNESS.

RECORDED BY

DATE

CHECKED BY

DATE