

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	5	4	3	2	1																			
JU.	TECH.	DISOB.	NEG NCF	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.	LUBN SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY																			
3	2	4	7	1	4	5	2	1	7	1	4	5	2	1	7	1	4	5	2	1	7	1	4	5	2	1	7	1	4	5	2	1																		
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																			
CAUSES OF ACCIDENTS																																																		
UNIT <b>32 O.T.U.</b>								COM. <b>W.A.C.</b>				PLACE <b>M.A.</b>								DATE <b>10-6-42</b>				TIME <b>1830</b>																										
<b>Patricia Bay.</b>								<b>W.A.C.</b>				<b>M.A.</b>								H.Q. FILE <b>1300-AN143</b>																														
A/C TYPE		NAME						RANK		No.		DUTY		CRASH CAT.				SE		ME		DAY		NIGHT																										
<b>Hampden</b>		<b>Ireland J.M.</b>						<b>P/O</b>		<b>656442</b>		<b>P.P.</b>		<b>A</b>				<b>X</b>		<b>X</b>																														
										INJURIES										SERIOUS																														
										<b>Uninjured.</b>										FATAL		INJURY																												
																				CARD SERIAL NO.																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																						
<b>Hampden AN143</b>		<b>AN143</b>		<b>Seriously</b>								INST		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																										
<b>Pegasus XVlll</b>		<b>XVlll</b>		<b>A.152650 Slightly</b>		<b>A.152682 Slightly</b>										DUAL SOLO DUAL SOLO				DUAL SOLO DUAL SOLO																														
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																
<b>A-314</b>		<b>10-6-42</b>																																																
NATURE OF ACCIDENT																																																		
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	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	5	4	3	2	1
D	C	B	A	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															

MISCELLANEOUS CAUSES

HANDLING  
 INSTS.  
 WEATHER  
 DRINKS  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAKING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD  
 5th

UND/TD

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

CIRCUITS AND LANDINGS.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 24/7/42.

COMPOSITION:

S/L WILDE R.G. 32 C.T.O. RAF PATRICIA BAY.

A/c developed a swing on take-off and went to the right on rough ground. Pilot was unable to check and continued to swing and the u/c collapsed. The a/c came to rest with the fuselage resting on the ground.

RECOMMENDATIONS:

AS CONTROLS ON HAMPDEN ARE FAR APART, SMALL PILOTS POSTED FOR TRAINING HERE WILL IMMEDIATELY BE GIVEN SEVERE TESTS TO ENSURE THEY ARE ABLE TO REACH ALL CONTROLS AS NECESSARY.

PRIMARY CAUSE:

~~Inexperience of the pilot in so far as he was not sufficiently quick in checking the swing at its commencement.~~

ACTION TAKEN:

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

Nil

CONCLUSIONS OF A.I.B.

SAD SWING ON TAKE-OFF DUE TO ERROR OF JUDGMENT ON THE PART OF THE PILOT WHO WAS COMPARATIVELY INEXPERIENCED ON HAMPDENS. THE RECOMMENDATION DEALS WITH SIZE OF PILOTS, INTIMATING THAT P/O IRELAND MAY NOT HAVE BEEN OF RIGHT SIZE, WHEREAS THERE IS NO EVIDENCE IN THE PROCEEDINGS AS TO THIS. NOTE--RECORDS HERE HAVE NO CARD OR INFORMATION RE THIS PILOT AND CAN GIVE NO PARTICULARS AS TO THIS PILOT'S SIZE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~U/C collapsed. Rough ground.~~

RECORDED BY

DATE

CHECKED BY

DATE