

DUTY ON WHICH ENGAGED:

PHOTOGRAPHIC.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AN AIRLOCK WAS FORMED IN THE FUEL LINE DUE TO ITS ONLY HAVING 10 TO 15 GALLONS OF GAS. PILOT WAS AT 400 FEET TAKING PICTURES WHEN ENGINE CUT. HE HAD $\frac{1}{2}$ MINUTE TO SET AIRCRAFT DOWN IN SOME TREES.

PRIMARY CAUSE:

~~GROUND CREW DISOBEYED ORDERS AND DID NOT REFUEL AIRCRAFT, CONSEQUENTLY ENGINE CUT OUT.~~

17. *Facts Landing*
(17)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~PILOT FAILED TO CHECK FUEL.~~

~~MISUNDERSTANDING OF ORDERS AT UNIT.~~

~~AIRCRAFT FORCED LANDED IN TREES.~~

H. Misunderstanding of Order
(41)

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE: 24-7-42. *FB/ADP/P/PT/EP/PTG/2/XTM*

COMPOSITION:

COURT OF INQUIRY.
A/S/L TANNER, J.E. (C3904) H.Q. E.A.C. HALIFAX.
F/L GILBERTSON, P.A. (J3709) 126 (F) SQDN. N.S.
F/O BUNTER, E.H. (C6592) 5 (BR) SQDN. DARTMOUTH.

RECOMMENDATIONS:

THAT LINE CREWS FOR EACH DAY BE PROPERLY DETAILED AND THEIR DUTIES CLEARLY DEFINED. THAT GASOLINE GAUGES BE INSTALLED IN ALL LYSANDER AIRCRAFT. THAT N.C.O.'S BE NOT TAKEN FROM SERVICING AND MAINTENANCE FLIGHTS WITHOUT PERMISSION OF N. C.O. I/C FLIGHT. THAT L.14 BE PROPERLY MAINTAINED AND INITIALLED AND CHECKED BY PILOT BEFORE EACH FLIGHT.

ACTION TAKEN:

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

(A) DISCIPLINARY ACTION TAKEN AGAINST GROUND CREW AND PILOT.

CONCLUSIONS OF A.L.B.:- PILOT CRASH LANDED WHEN ENGINE FAILED DUE TO SHORTAGE OF FUEL DUE TO FAILURE OF MTCE. CREW TO REFUEL BEFORE FLIGHT. PILOT ALSO TO BLAME FOR NOT CHECKING FUEL FOR FLIGHT. NO ONE AT UNIT SEEMED TO BE AWARE THAT LYSANDERS ARE FITTED WITH DIP STICK. THESE PROCEEDINGS DISCLOSE THAT A DEPLORABLE MISUNDERSTANDING OF ORDERS TOGETHER WITH INEFFICIENCY OF MAINTENANCE AT THIS UNIT. THEREFORE THE SENIOR OFFICERS OF THIS STATION SHOULD ASSUME SOME OF THE BLAME FOR THIS ACCIDENT.

RECORDED BY

DATE

CHECKED BY

DATE