

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						
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										TYPE OF ENGINE										CATEGORY																	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE							
CAUSES OF ACCIDENTS																																					
UNIT 32 O.M.U.										COM. WAG					PLACE M.A.					DATE 10-7-48					TIME 1125												
Sydney, B.C.																				H.Q. FILE 7300-AN080																	
A/C TYPE Hampden										No. AN030					CRASH CAT. A					SE		ME		DAY		NIGHT											
NAME										RANK		No.		DUTY		INJURIES										SERIOUS											
Williamson E.										Sgt.		1080657		P.R.		Slightly injured.										FATAL		INJURY									
Vaughan A.T.										Sgt.		1387341		P.N.		Slightly injured.												1									
MacKinnon A.P.										Sgt.		N2412046		WAG		Slightly injured.																					
Johnson C.F.										Sgt.		N3413759		WAG		Slightly injured.																					
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS											
Hampden AN030										Totally													INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.						
Pegasus A239960/---																							22		15		-		21		20						
Bristol A155067/---																																					
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT		FILE		DATE													
A-102										21-7-48																											
NATURE OF ACCIDENT																																					

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT
 HAND Q.
 INSTS.
 WEATHER
 DRINKS.
 ALIG SURF.
 OTHER
 UN'D/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY

UN'D/TD
 PRIMARY

DUTY ON WHICH ENGAGED:

Local flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C observed descending with one engine stopped and with smoke and flames issuing from it, no eye witnesses to crash in sea.

DATE: 10-7-42.

COMPOSITION:

100/100/PSF/N/E

S.L. Loyd N.K. No. 32 O.T.U.

P/O Ford D.R.O. No. 32 O.T.U.

W/O Buckingham A.G. No. 32 O.T.U.

RECOMMENDATIONS:

IT SHOULD BE IMPRESSED ON ALL PUPIL PILOTS THE NECESSITY OF CARRYING OUT SINGLE ENGINE FLYING PRACTICE WHENEVER POSSIBLE. IT IS STRONGLY URGED THAT EVERY EFFORT SHOULD BE MADE TO HAVE THE GRAVINER FIRE EXTINGUISHER SYSTEM COMPLETED BY THE FITMENT OF THE FIRE EXTINGUISHER SPRAY RING, AS IT HAS BEEN FOUND THAT THIS ITEM IS DEFICIENT ON THE MAJORITY OF HAMPDEN A/C. AT THIS UNIT. THE COURT CONSIDER THAT THE CONDUCT OF SGT. JOHNSTON, C.F. WAS INSTRUMENTAL IN SAVING THE LIVES OF HIS COMRADES SGT. MCKINNON AND SGT. WILLIAMSON AND STRONGLY RECOMMENDS THAT HIS TIMELY COURAGE AND UNSELFISHNESS SHOULD BE BROUGHT TO THE ATTENTION OF THE APPROPRIATE AUTHORITY AND SUITABLY HONOURED.

PRIMARY CAUSE:

~~The accident was due in the first instance to the partial failure of the STBD engine, and secondly that the pilot did not have sufficient height to regain control of the A/C.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

THE ACCIDENT WAS DUE TO THE PILOT FAILING TO MAINTAIN FLYING CONTROL OF THE A/C ON ONE ENGINE, MADE NECESSARY BY THE FACT THAT FIRE HAD BROKEN OUT IN THE STBD NACELLE. THAT THE FIRE WAS CAUSED BY A BROKEN PRIMING LINE IS LIKELY, (NO MENTION IS MADE AS TO THE POSITION OF THE PRIMING COCK, "ON CARBURETTOR PRIME" OR "ENGINE PRIME" TO GIVE ANY INDICATION AS TO THE SOURCE OF FUEL). THAT THE ENGINE FAILURE WAS DUE TO THE SOFTENING OF THE VALVE SPRINGS CAUSED BY THE FIRE.

RECOMMENDATIONS OF A.I.B.

THAT CARE BE TAKEN TO ENSURE THAT HAMPDEN PILOTS RECEIVE ADEQUATE INSTRUCTION IN THE HANDLING PECULIARITIES OF THIS TYPE.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/c crashed into sea.

28. Fix - In Air