

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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
JP	JU	TECH.	DISOB.	NEG-MCE	INEXP/ICE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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. CONTR.	MISCEL.	UND/TD	PRIMARY	HANDO.	INSTS.	WEATHER	DIRKNS.	AL'G SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	2ND.	1ST.	RAF
		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																			
TYPE OF A/C		CAUSES OF ACCIDENTS																																																	
		UNIT 125 Squadron					COM. E.A.C.					PLACE R.C.A.F. Stn. Tor Bay					DATE 16-12-42					FILE NO. 1536																													
		Tor Bay					E.A.C.					R.C.A.F. Stn. Tor Bay					16-12-42					1100-54-95																													
A/C TYPE												No. 5495					CRASH CAT. C					SE					ME					DAY NIGHT X																			
NAME		Hurricane IIB										5495					C					x					X																								
												RANK F/S					No. R89531					DUTY P. Nil					INJURIES																								
												F/S					R89531					P. Nil					FATAL INJURY																								
																											CARD SERIAL NO.																								
																											X																								
TYPE A/F & ENGINE		No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																								
		5495					Slight																				INST. NIGHT					ON TYPE					TOTAL					LAST 6 MOS.									
		Merlin 20 A265293/A239																														DUAL SOLO					DUAL SOLO														
SIGNAL No. & DATE		UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																													
		A 140 16-12																																																	
NATURE OF ACCIDENT																																																			
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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	

DUTY ON WHICH ENGAGED:

Formation practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

After landing on runway aircraft was unable to stay on runway and slid into snowbank and nosed over at side of runway.

DATE: 19-12-42. COURT OF INQUIRY

COMPOSITION:

F/L Govier, D.K. No. 145 (BR) Sqdn.

RECOMMENDATIONS:

That whenever possible, snow be removed from the edge of runway. That slippery runways be sanded. That Flight Commanders be very cautious in sending up this type of A/C when runways are not bare and especially when there is a cross wind.

PRIMARY CAUSE:

~~Slipperiness of the runway.~~

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

Agree with the findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C ran into snow bank and nosed over.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____

10. BAD GROUND
10