

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT 123 Sqdn.		COM.		PLACE				DATE 5-1-43		TIME 1540			
Debert, N.S.		E.A.C.		Debert, N.S.				H.O. FILE 1300-BW837					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY NIGHT			
Hurricane I		BW837		A.		x				x			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS				
Prendergast, J.B.			F/O	J8139	SP	Slight			FATAL	INJURY			
										1			
										CARD SERIAL NO.			
										X			
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Hurricane BW837		Total					INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Merlin 111 7725/8439		Serious							DUAL	SOLO	DUAL	SOLO	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
X 143		5-1											
NATURE OF ACCIDENT													
A 292													

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19))
- 18))
- 17))
- 16))
- 15))
- 14))
- 13))
- 12))
- 11))
- 10))
- 9))
- 8))
- 7))
- 6))
- 5))
- 4))
- 3))
- 2))
- 1))

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 AL'S SURF.
 OTHER
 UND'TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

19))
 18))
 17))
 16))
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 8))
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 6))
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 4))
 3))
 2))
 1))

DUTY ON WHICH ENGAGED:

Practice.
Solo new type.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft forced landed in trees.
At 300 ft. & airspeed of 120 m.p.h. immediately after take off, engine sputtered, coughed & cut out several times all the time a/c flying at almost tree top level. Finally wing hit a tree & stalled into ground.

PRIMARY CAUSE:

54. ~~Engine failure in the air.~~
Cause, ~~undetermined.~~ Possibly due to ~~interrupted fuel supply.~~

17. *Tree Landing*

(17)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

26
Engine Trouble - Accident

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE: 12 Jan./43

COMPOSITION:

COURT OF INQUIRY
P/O. J.W.Saville, #123 Squadron
P/O. E.H.Mann, #123 Squadron
P/O. G.H.Sharpe, #123 Squadron

RECOMMENDATIONS:

Nil

OFM/ROP/ES/NK/NK/O

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

Agree with findings. Insufficient evidence to prove cause of engine failure & according to pilot's notes correct take off procedure was used. Some doubt exists at this station as to proper procedure of fuel control when taking off.

(For complete details see Summary #814)

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____