

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.	DISO.B	NEG NCE	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.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD			
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 ACC	PILOT	OTHERS	AIRFRAME FAILURE										ENGINE FAILURE																				
CAUSES OF ACCIDENTS																																	
UNIT #32 O.T.U. Pat. Bay										COM. WAC										PLACE 48.41 N., 123.07 W.										DATE 18.5.43		TIME 1820	
A/C TYPE Hampden I										No. AN.135										CRASH CAT. A		SE		ME X		DAY X		NIGHT					
NAME Birch, J.										RANK Sgt		No. 1323617		DUTY P		INJURIES Slightly (Shock)										SERIOUS		FATAL		INJURY 1			
TYPE OF ENGINE										MISCELLANEOUS CAUSES										CARD SERIAL NO.		UND/TD		PRIMARY		TAXING		LANDING		FLIGHT		STAGE OF FLIGHT	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Hampden AN.135		AN.135		TOTALLY								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS		25		19		2		6		106		113			
Pegasus XV111		12754F/A239843		Totally																													
		12847F/A239936		Totally																													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
A.230				19.5.43																													
NATURE OF ACCIDENT																																	
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		
C	D	C	B	A	A	B	C	D	C	B	A	A	B	C	D	C	B	A	A	B	C	D	C	B	A	A	B	C	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		
UND/TD	PRIMARY	HAND Q	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE OFF	FLIGHT	STABTY	FATAL	INJ.	3RD.	2	1														

DUTY ON WHICH ENGAGED:
Authorized low flying over sea.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
A/C crashed in sea. Practising
turns at 100 feet to 150 feet.
Stbd engine cut out, stbd wing
dropped and the a/c yaved to the
right. Pilot, by applying hard
left rudder, tried to counteract
this motion but it struck water before
he could open throttle fully.

DATE:
COMPOSITION:

1202/1201/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212

RECOMMENDATIONS:

Recommended that definite minimum solo flying
time be laid down to be completed before being
allowed to carry out low flying exercises.

C.O.'s Remarks

Now laid down that 10 hours solo on Hampden A/C
must be carried out by pupils before low flying.

ACTION TAKEN:

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

SUMMARY OF ACCIDENT INVESTIGATION # 990

The presumed cause of this accident is failure of the
stbd engine. Due to the impracticality of salvage
operations, the reason for the failure cannot be
determined.

Pilot rescued by U.S. Coast Guard boat.

PRIMARY CAUSE:

~~54. - Obsolete~~

~~54. Engine failure in the air~~

MISC. TECHNICAL

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

ENGINE TROUBLE

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ACCIDENT

RECORDED BY

DATE

CHECKED BY

DATE