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| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td colspan="2">PILOT</td> <td colspan="2">OTHERS</td> <td colspan="10">AIRFRAME FAILURE</td> <td colspan="10">ENGINE FAILURE</td> </tr> <tr> <td colspan="32" style="text-align:center">CAUSES OF ACCIDENTS</td> </tr> <tr> <td colspan="2">UNIT #1 Fighter</td> <td colspan="2">COM. E</td> <td colspan="10">PLACE Aerodrome, Dartmouth, Nova Scotia.</td> <td colspan="2">DATE 20-11-39</td> <td colspan="2">TIME 1030</td> </tr> <tr> <td colspan="2">RCAF Stn. Dartmouth</td> <td colspan="2"></td> <td colspan="10"></td> <td colspan="2">H.Q. FILE 1021-4-369</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">A/C TYPE Hawker Hurricane</td> <td colspan="2">No. 329</td> <td colspan="2">CRASH CAT. A</td> <td colspan="2">SE X</td> <td colspan="2">ME</td> <td colspan="2">DAY X</td> <td colspan="2">NIGHT</td> </tr> <tr> <td colspan="4">NAME</td> <td colspan="2">RANK</td> <td colspan="2">No.</td> <td colspan="2">DUTY</td> <td colspan="4">INJURIES</td> <td colspan="2">SERIOUS</td> </tr> <tr> <td colspan="4">Anderson, D.R.</td> <td colspan="2">F/O</td> <td colspan="2">C676</td> <td colspan="2">P</td> <td colspan="4">Fatal</td> <td colspan="1">FATAL</td> <td colspan="1">INJURY</td> </tr> <tr> <td colspan="4"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="4"></td> <td colspan="1">1</td> <td colspan="1"></td> </tr> <tr> <td colspan="4"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="4"></td> <td colspan="2">CARD SERIAL No.</td> </tr> <tr> <td colspan="4"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="4"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">TYPE A/F & ENGINE</td> <td colspan="2">No.</td> <td colspan="2">EXTENT OF DAMAGE</td> <td colspan="2">REPORT FORM</td> <td colspan="2">SERIAL No.</td> <td colspan="2">DATE</td> <td colspan="10">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="2">Hawker</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">INST. NIGHT</td> <td colspan="2">ON TYPE</td> <td colspan="2">TOTAL</td> <td colspan="2">LAST 6 MOS.</td> </tr> <tr> <td colspan="2">Hurricane 329</td> <td colspan="2">Total</td> <td colspan="2">D.6</td> <td colspan="2">28-11-39</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Rods 5169</td> <td colspan="2">Total</td> <td colspan="2">D.6</td> <td colspan="2">28-11-39</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Royce Merlin</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="4">SIGNAL No. & DATE</td> <td colspan="4">UNIT No. & DATE</td> <td colspan="4">COM. No. & DATE</td> <td colspan="4">REPORT</td> <td colspan="4">FILE</td> <td colspan="4">DATE</td> </tr> <tr> <td colspan="4">45 20-11-39</td> <td colspan="4">LF 20-11-39</td> <td colspan="4"></td> <td colspan="4"></td> <td colspan="4"></td> <td colspan="4"></td> </tr> <tr> <td colspan="32" style="text-align:center">NATURE OF ACCIDENT</td> </tr> </table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | UNIT #1 Fighter | | COM. E | | PLACE Aerodrome, Dartmouth, Nova Scotia. | | | | | | | | | | DATE 20-11-39 | | TIME 1030 | | RCAF Stn. Dartmouth | | | | | | | | | | | | | | H.Q. FILE 1021-4-369 | | | | A/C TYPE Hawker Hurricane | | No. 329 | | CRASH CAT. A | | SE X | | ME | | DAY X | | NIGHT | | NAME | | | | RANK | | No. | | DUTY | | INJURIES | | | | SERIOUS | | Anderson, D.R. | | | | F/O | | C676 | | P | | Fatal | | | | FATAL | INJURY | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | Hawker | | | | | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | Hurricane 329 | | Total | | D.6 | | 28-11-39 | | | | | | | | | | | | | | Rods 5169 | | Total | | D.6 | | 28-11-39 | | | | | | | | | | | | | | Royce Merlin | | | | | | | | | | | | | | | | | | | | SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | 45 20-11-39 | | | | LF 20-11-39 | | | | | | | | | | | | | | | | | | | | NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT #1 Fighter | | COM. E | | PLACE Aerodrome, Dartmouth, Nova Scotia. | | | | | | | | | | DATE 20-11-39 | | TIME 1030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RCAF Stn. Dartmouth | | | | | | | | | | | | | | H.Q. FILE 1021-4-369 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Hawker Hurricane | | No. 329 | | CRASH CAT. A | | SE X | | ME | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | RANK | | No. | | DUTY | | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Anderson, D.R. | | | | F/O | | C676 | | P | | Fatal | | | | FATAL | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hawker | | | | | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hurricane 329 | | Total | | D.6 | | 28-11-39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rods 5169 | | Total | | D.6 | | 28-11-39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Royce Merlin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 20-11-39 | | | | LF 20-11-39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND'TD
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 AL & SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATION
 FATAL
 INJ.
 3rd.
 2nd.
 1st.

TECH.
 DISOB.
 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
 PRIMARY

DUTY ON WHICH ENGAGED: Test of flap control gear, a new hydraulic engine driven pump had been installed.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

During an approach to a landing the pilot stalled the aircraft on a gliding turn at an altitude too low from which to recover. The port wing hit first and then the nose. The body was thrown about ten yards clear of the aircraft.

PRIMARY CAUSE:

An error of judgment on the part of the pilot in that he stalled on a steep left hand gliding turn at an altitude too low from which to get in control.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER:

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 20-11-39 to 28-11-39

COMPOSITION: LOC/AOC/PSJ

Squadron Leader A. Lewis, president.
Flight Lieutenant D.G. Price, member.
Flying Officer A.P. Blackburn.

RECOMMENDATIONS:

That all pilots of high speed nonoplane aircraft be compelled to land from long straight engine approaches, strictly no turning close to the ground. This should be incorporated in a regulation.

ACTION TAKEN:

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

D.6 Approved by G/C G.V. Walsh for Chief of the Air Staff. on 24-1-41. It is noted that the Recommendations of the Court are already covered in D.A.F. No. 61 "Notes on handling R.C.A.F. equipment".

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____