

Form 765 (C)
(Revised Feb., 1943.)

REPORT ON FLYING ACCIDENT OR FORCED LANDING NOT ATTRIBUTABLE TO ENEMY ACTION.

In every case copies of this form are to be rendered as follows:—

Indicate here by an X to whom this copy is addressed.

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- (i) One copy direct to Air Ministry, C.I. (Accidents).
- (ii) Two copies direct to Air Ministry, (S.4. Statistics).
- (iii) One copy direct to Ministry of Aircraft Production (R.M.I.).
- (iv) One copy through usual channels to Command Headquarters.

[In addition, and only if casualties to airmen are involved.]
(v) One copy direct to Records Office.

If this incident has been reported to the Air Ministry by signal, quote Reference No. and date.

A. 534/T.A. dated 12/Oct/1943

1. UNIT 82 O.T.U. Oossington Group No. 93 Command BOMBER Serial No. 25/43
of Form

2. DATE OF INCIDENT 12th October, 1943.

TIME 14.50 hours.

SITE OF INCIDENT

(a) Name of airfield or landing ground ---

(b) Place (if (a) not applicable) Between Houghton Chapel & Bircotes Mp. Ref: F. 1593

(c) County Hotts

Part (a) to be completed if the incident occurred on, or whilst taking off from or approaching to land on an airfield or landing ground.

3. NATURE OF AND PURPOSE FOR WHICH FLIGHT AUTHORISED:—

Nature { (i) Operational or Non-operational? Non operational
(ii) Day or Night flying? Day
(iii) Purpose Dual instruction

This flight is being included in this Unit's flying hour summary on { Form 765A
Form 765B (Delete as necessary)

4. TYPE OF AIRFRAME AND ENGINE and extent of damage (see footnotes to this section).

| Details of Airframe and Engine. | Airframe. | Engine. | | | |
|---|-------------------|------------------------------------|----------------------------------|--------------|-------------------|
| | | Single or Port. | Starboard. | Centre Port. | Centre Starboard. |
| Type | <u>WELLINGTON</u> | <u>Hercules</u> | <u>Hercules</u> | | |
| Mark or series | <u>X</u> | <u>VI</u> | <u>VI+</u> | | |
| R.A.F. No. (and makers' No. of engines) | <u>H.L. 201</u> | <u>SS. 7953/a</u> <u>309843</u> | <u>SS. 4332</u> <u>269700</u> | <u>a</u> | <u>a</u> |
| Total hours run | | <u>1.12.42.</u> | | <u>b</u> | <u>b</u> |
| Date last installed in Airframe | <u>---</u> | <u>b</u> | <u>b</u> | <u>b</u> | <u>b</u> |
| c Extent of damage | <u>E</u> | <u>E</u> | <u>E</u> | | |

a To be quoted whenever an engine is damaged or fails.

b To be quoted only for incidents involving defect or failure of airframe or engines.

c To be indicated as:—

E = Missing, unrepairable, reduction to scrap or instructional.

B = For repair at contractor's works or R.A.F. Depot.

AC = For repair by contractor's working party.

A = For repair by nearest R.A.F. unit.

U = No damage.

5. ALL OCCUPANTS OF AIRCRAFT

and

FLYING EXPERIENCE OF PILOTS.

- (i) Names to be entered in order of duty: 1st Pilot, 2nd Pilot, Pupil Pilots, etc.
 (ii) Degree of injury to be classified as: Missing, Killed, Injured (admitted to Sick Quarters or Hospital), Slightly Injured (not admitted to Sick Quarters or Hospital), Uninjured. (Quote as M, K, I, I(s) or U as appropriate.)

Flying Experience of Pilots and Pupil Pilots. See Note (ii)

| Duty. | Name and Initials (Nationality to be quoted if not British). | Rank. | No. | Degree of Injury. | Part A. | | Part B (see Note (i) below). | | Part C (see Note (ii) below). | |
|--------------|--|-------|-----------|-------------------|---------------------------|------------|------------------------------|------------|-------------------------------|---------------|
| | | | | | Total Solo (Day & Night). | | Solo (Night). | | Instru-ments. | Link Trainer. |
| | | | | | Type Quoted in Part 4. | All Types. | Type Quoted in Part 4. | All Types. | | |
| Inst. Pilot. | J. Coughlan | F/O. | 144.293 | K | 394 | 550 | 215 | 231 | | |
| Pupil " | H.G. Dayman | P/O. | J. 244.98 | K | Nil | 133 | Nil | 15 | | |
| NAV. | D.C. McGavin | P/O. | J. 24.691 | I | | | | | | |
| W/OP. | Tarling R. | W/O. | R. 118359 | I | | | | | | |
| A/B. | McGregor J.A. | SGT. | R. 178778 | I | | | | | | |
| A/G. | J. Christie | P/O. | J. 28782 | K | | | | | | |
| MU/AG. | La Pointe H.D. | SGT. | R. 187666 | I | | | | | | |
| | Course No. 7 | | | | | | | | | |
| | First Instructional Flight in Wellington. | | | | | | | | | |

NOTE (i) Part B only to be quoted if incident occurred during night flying. (ii) Quote to nearest hour.
 (iii) Part C only to be quoted if loss of control at night or in bad visibility or cloud by day is a possible contributory factor.

| 6. STAGE OF FLIGHT. | | 7. DID FIRE occur? If Yes, state "In air" or "On ground" as appropriate. If no fire state "No." | 8. CONDITIONS OF LIGHT IN WHICH INCIDENT OCCURRED. | 9. IF INCIDENT occurred when taxiing on, taking off from or landing on a runway state "Yes." |
|---|-------------------------|---|--|--|
| A. Picketed or at moorings. | F. In flight. | Yes. On ground. | A Day (daylight). | No. |
| B. Starting up. | G. Landing. | | E. Moonlight. | |
| C. Stationary other than A or B. | H. Towed or manhandled. | | F. Not known. | |
| D. Taxiing. | J. Not known. | | C. Dawn (half light of morning). | |
| E. Taking off | | | D. Dark (no moon or moon obscured). | |
| Quote A or B or C, etc., as appropriate | | | Quote as A or B or C, etc., as appropriate and amplify in Part 12(B) if necessary. | |

10. DESCRIPTION OF ACCIDENT as to the behaviour of the aircraft and Duration of flight since last

Aircraft engine. It just gain any height flames.

11. REPORT BY APPROPRIATE SERVICE and cause of the failure is required. (ii) If the normal serial number of the model

Centre of engine failure investigation

Is Form 1022 or 1023 being used? If "Yes" state which

10. DESCRIPTION OF ACCIDENT (or summary of pilot's report, if available). In cases of engine failure information should be given as to the behaviour of the engine and manipulation of the engine controls immediately before failure.

Duration of flight since last take off : Hours..... Minutes.....² If engine failure occurred during take off quote height.....

Aircraft was observed with black smoke pouring from port engine. It just managed to clear the end of the runway but failed to gain any height and crashed about 2/3 miles further on and burst into flames.

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11. REPORT BY APPROPRIATE SPECIALIST OFFICERS (A. E. Nav., &c.) :—(i) If technical failure is involved information as to the nature and cause of the failure is required ; precise information as to the extent of the damage arising as a result of this failure is not required. (ii) If the non-embodiment of an authorised modification is considered to have contributed to the accident, the serial number of the modification and reason for non-embodiment should be stated.

Centre main bearing roller race failed causing complete engine failure. Cause of roller race failure being investigated.

Is Form 1022 or 1023 being rendered? } Awaiting
If " Yes " state which } Investigative Signature..... (sgd) A.G. Watts F/Lt.

12. REMARKS BY UNIT COMMANDER (to be given under three separate headings) :-

- Part A. Remarks as to circumstances of the incident. (If it occurred at night on or near an airfield the nature of the lighting system in use at the time is to be noted in Part A.)
- Part B. Diagnosis of all contributory factors. The manner in which any particular factor contributed to the incident is to be clearly indicated.
- Part C. General remarks (including any recommendation with regard to personnel, training, airframes, engines, accessories, etc., and notes of any action taken as a result of this incident).

- A. Black smoke was seen issuing from the Port Engine on take off, and the engine was heard to be missing. The aircraft failed to gain height, and crashed into some trees approximately two miles from the airfield.
- B. The pilot flew straight ahead after failure of the engine on take off, and attempted to crash land the aircraft into the first available space. A considerably wooded area directly in line with the runway would prevent the pilot landing straight ahead immediately after failure of the engine.
- C. The pilot appeared to have been making an attempt at force landing in rather difficult country. The aircraft had passed beyond a belt of trees and scattered copses, and was approaching fairly open country. As the aircraft was seen flying in a tail down attitude, and crashed eventually into a small copse, it would seem that the pilot had been trying to maintain height to clear the previous obstructions, and in his efforts to do so, eventually stalled into the ground from a low height. The aircraft was only airborne for approx. two minutes and the pilot therefore had practically no time to attempt petrol jettisoning in view of the fact that the old type jettison cocks were fitted.

Signature..... (sgd) B. J. Carter..... W/Cdr Commanding..... Training Wing, 82 O.T. Date..... 16th Oct. 1943.

13. REMARKS BY STATION COMMANDER (and notes of any action taken as a result of this incident) :-

- (i) Was any assistance rendered in rescue work after the accident, which is considered worthy of recommendation? Yes or No..... If any such assistance was rendered, the recommendation is to be forwarded separately.
- (ii) Remarks.

Accident due to engine failure immediately after take off.

Signature..... (sgd) B. J. Laine..... C/O..... Commanding..... 82 O.T. H. Ovington..... Date..... 16th Oct. 1943.