

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

Form 765 (C)
(Revised Dec., 1941.)

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

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

- (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.51 31.1.43

1. UNIT No. 40 Squadron	Group No. 5	Command Bomber	Serial No. of Form
2. DATE OF INCIDENT 31.1.43		3. NATURE OF AND PURPOSE FOR WHICH FLIGHT AUTHORIZED —	
TIME 0715 hours		Nature { (i) Operational or Non-operational? Operational	
SITE OF INCIDENT		(ii) Day or Night flying? Night	
(a) Name of aerodrome or landing ground		(iii) Purpose	
(b) Place (if (a) not applicable) Reepham Crossings		This flight is being included in this Unit's flying hour summary on { Form 765A XXXX-XXXX (Delete as necessary)	
(c) County Lincoln			
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	Lancaster	Merlin	Merlin	Merlin	Merlin
Mark or series	Mark III	XXVIII	XXVIII	XXVIII	XXVIII
R.A.F. No. (and makers' No. for engines)	ED.428	626/A265550	735/ A.265624	1030/ A.265819	1292/ A.265996
Total hours run					
Date last installed in Airframe					
c Extent of damage	E	E	E	E	E

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. AC = For repair by contractor's working party.
 B = For repair at contractor's works or R.A.F. Depot. A = For repair by nearest R.A.F. unit. U = No damage.

5. ALL OCCUPANTS OF AIRCRAFT					FLYING EXPERIENCE OF PILOTS					
Duty	Name and Initials (Nationality to be quoted if not British)	Rank	No.	Degree of Injury	Flying Experience of Pilots and Pupil Pilots. See Note (ii)					
					Part A. Total Solo (Day & Night).		Part B. (see Note (i) below) Solo (Night).		Part C. (see Note (iii) below).	
					Type Quoted in Part 4.	All Types.	Type Quoted in Part 4.	All Types.	Instruments.	Link Trainer.
Pilot	Cole E.D.	Sgt.	AUS/401302	K						
F/Eng	Pittard E.	"	572542	K						
Nav.	Ridley E.	F/O	111555	K						
WF/AG	Grey L.	Sgt.	AUS/403147	K						
A/BER.	Browne J.A.G.	Sgt.	AUS/404849	K						
A.G.	Wood W.C.	Sgt.	1324081	K						
A.G.	Phillips E.	Sgt.	1001711	U						

RECORDED FOR STATISTICAL TABULATION
On P/P. 115 Serial No. _____

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.	Quote A or B or C, etc., as appropriate	A. Day (daylight).	Quote as A or B or C, etc., as appropriate and amplify in Part (a) if necessary.
B. Starting up.	G. Landing.		B. Dusk (half light of evening).	
C. Stationary other than A or B.	H. Towed or manhandled.		C. Dawn (half light of morning).	
D. Taxiing.	J. Not known.		D. Dark (no moon or moon obscured).	
E. Taking off.				
F		No	D	No

10. SUMMARY OF PILOT'S REPORT (or a description of circumstances which terminated in the accident if the pilot's report is not 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..... If engine failure occurred during take off quote here.....

N/A Pilot killed

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.

No technical aspect

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

No

Signature (Sgd.) H. S. Martin, F/Lt.

Staff Sqn. Engineer Officer

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 or near an aerodrome 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).

Appended is copy of my circumstantial report

Signature

L.C. SLEE W/Cdr.

Commanding

49 Squadron

Date 24.3.43

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.

I have no option but to agree with the evidence and finding as recorded by O.C. 49 Squadron in this report attached.

Signature

J.N.H. Whitworth

Commanding

Scampton

Date 25.3.43