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TYPE OF ACCIDENT

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND Q.

INSTS.

WEATHER

DRKNS.

ALG SURF.

OTHER

UNDTD

PRIMARY

TAXING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD.

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DUTY ON WHICH ENGAGED:

Aircraft landed down wind and overshoot runway.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Poor visibility.

Hudson A.M.766 crashed on the 23rd. October, when landing at Dorval, P.Q.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court Of Inquiry

DATE: 25th, October, 1941.

COMPOSITION:

President	G/Capt.	A.L.Paxton, DFC (RAF)
Member	W/Comdr.	W.A.Orr (L46)
Member	S/Ldr.	P.G.Baskerville (188)
Member	S/Ldr.	W.H.Biddell, DFC 37376

RECOMMENDATIONS:

(i) All aircraft should be provided with microphones and telephones to allow the use of inter-communication by the crew and also allow communication with the Department of Transport Radio Range Stations when necessary.

(ii) That a more conspicuous wind indicator be provided at Dorval Airport for use by pilots unable to communicate with the Control Tower by radio.

ACTION TAKEN: Nil

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

(iii) That when bomb bay tanks on Hudson aircraft are filled the engines should be run up off the bomb bay tank to enable the ground crew to check the petrol system for leaks.

PRIMARY CAUSE:

POOR VISIBILITY

Pilot unable to communicate with the Control Tower to ascertain wind speed, direction and runway to land on.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT OVERTSHOT RUNWAY

NOTE: this Court of Inquiry can be read in conjunction with Courts on files 1300-AM 896-1 1300-AM 886-1 AM 904 AM 895-1 AM 766

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____