

[illegible]

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: Investigating Officer's Report

A.N.S. night navigation exercise, N.3.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 23-1-42

COMPOSITION:

Pilot, while carrying out exercise, ran into snow, his navigators failed to establish the aircrafts position the beam and radio receiver went un-serviceable, no fix could be obtained

W.C. E.L.F. Meynell

31 G.R.S.

with the D/F loop, and the pilot carried out a precautionary forced landing in a field.)

RECOMMENDATIONS:

- (a) More experienced operational G.R. pilots should be supplied for the work.
- (b) Recall by night should be more definite.
- (c) A reliable and powerful DF/WT station should be established at Charlottetown.

PRIMARY CAUSE:

~~Lack of experience on the part of the pilot and navigator coupled with bad weather and W/T failure.~~

ACTION TAKEN:

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

~~The recall signal not reaching a/c in time and not being definite enough.~~

Nil
Conclusion of A.I.B.

An absolutely unnecessary accident caused by misuse of provided equipment, in that the pilot had no proper phone jacks and connected his earphones direct to the beam received and the leads shorted.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~With undercarriage retracted pilot made four dummy runs and hit fence post while making a forced landing.~~

RECORDED BY

DATE

CHECKED BY

DATE