



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Practice attacks.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 10-3-42

1000/120/110/20-5  
Court of Inquiry.

Bedford Basin, Halifax Co, N.S.

COMPOSITION:

|   |             |                     |                    |
|---|-------------|---------------------|--------------------|
| Pilot entered a climb at 7000, which terminated in a violent snow storm to the ground, was in R/T communication with other A/C some three min. later, was later seen flying low, & subsequently crashed in the water. | Pres. C1009 | F.L. Chapman C.G.W. | 5 (ER) Squadron    |
|   | Mem. C1801  | F.L. Reid A.A.      | 11 (BR) Squadron   |
|   | " C1318     | F/O Brown N.C.      | 2 (CAC) Detachment |

RECOMMENDATIONS:

More time given to instrument flying to pilots of single engine A/C who normally don't get much practice

PRIMARY CAUSE:

~~Weather conditions, namely a blinding snow squall.~~

19. Out of Control

ACTION TAKEN:

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

Conclusions of A.I.B.

The accident was due to the pilot's loss of control during a severe snow squall. The pilot, flying in such conditions, was unable to maintain equilibrium on instruments due to the fact that he had had no instrument flying practice for a period of 16 months immediately prior to the accident. Considering the fact that this unit presently has Harvard A/C RECORDED BY DATE AVAILABLE, IT IS CONSIDERED THAT THE SQDN. COMMANDER SHOULD HAVE ENSURED THAT SKILL IN INSTRUMENT FLYING WAS MAINTAINED BY NECESSARY PERIODIC PRACTICE. CHECKED BY DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS: