

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OPERATIONAL FLIGHT BETWEEN YAKUTAT AND

OR COMMANDING OFFICER'S REPORT:

ANGORADGE, ALASKA.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COURT OF INQUIRY

DATE: 9-3-42

COMPOSITION:

1106/1100/N/11W

PRESIDENT-- S/L CORAN E.W. (C853) WESTERN AIR COMMAND.

MEMBERS---- F/O HERTSLET P. (J4527) NO. 13 SQN., R.C.A.F. PATRICIA BAY.

-----P/O POWELL N.J. (N2415013) NO. 122 SQN., R.C.A.F. PATRICIA

RECOMMENDATIONS:

BAY, B.C.

LARGER AND LONGER RANGE A/C FOR COMMUNICATION WORK.

EMPLOYING 2ND PILOT NAVIGATORS ON COMMUNICATIONS WORK IN ALASKA.

IMPORTANCE OF PRACTICE RE INSTRUMENT FLYING AND RADIO RANGE WORK.

C/Ops. DOES NOT CONCUR IN EMPLOYMENT OF 2ND PILOT NAVIGATORS IN

THIS SECTOR DUE TO FACT THAT WEATHER AND NATURE OF COUNTRY

NECESSITATES FOLLOWING RADIO BEAM OR COASTLINE.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

THIS ACCIDENT DUE TO BAD WEATHER BETWEEN THE POINT OF DEPARTURE AND ARRIVAL AND ERROR ON THE PART OF THE PILOT IN THAT HE DID NOT TURN BACK WHEN BAD WEATHER WAS ENCOUNTERED AND HE WAS NOT SURE OF HIS

POSITION. PILOT LACKED CONFIDENCE IN HIS ABILITY TO NAVIGATE BY INSTRUMENTS AND RADIO BEAM. THIS DID NOT ALLOW HIM TO FLY AT SUFFICIENT HEIGHT TO CLEAR TERRAIN ALONG HIS ROUTE. THE WEATHER REPORT FACILITIES WERE POOR IN THAT THE WEATHER EN ROUTE WAS NOT GIVEN

A/C CLEARANCE CERTIFICATE APPENDIX (B) WHICH ONLY STATED WEATHER AT POINTS OF ARRIVAL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~AIRCRAFT CRASHED AFTER BEING DAMAGED BY TREE TOPS.~~

~~BAD WEATHER.~~

22 collisions (obstructions)
(22)