

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																														
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TECH.		DISOB.		NEG NCE		INEXP NCE		MISCEL.		INSTRUCT.		FLT CONTR.		OTHERS		PRIMARY		FL CONTRS.		MOV SURFS.		STAB SURFS.		W. STRUTS.		LAND GEAR		FLOATS		FUSE. OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UND TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND TD		PRIMARY	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																															
CAUSES OF ACCIDENTS																																																													
UNIT <b>121 Composite Sqdn., Dartmouth.</b>										COM. <b>EAC</b>					PLACE <b>30 miles N.W. St. Johns</b>										DATE <b>21-8-42</b>					TIME <b>2015</b>																															
A/C TYPE <b>Norseman</b>										No. <b>2479</b>					CRASH CAT. <b>A</b>					SE <b>X</b>		ME		DAY <b>X</b>		NIGHT <b>..</b>																																			
NAME										RANK		NO.		DUTY		INJURIES										SERIOUS																																			
<b>Pennock C.G.</b>										<b>F/O</b>		<b>R128039</b>		<b>WO-</b>		<b>Uninjured</b>										FATAL		INJURY																																	
<b>Gillespie R.L.</b>										<b>Lt/C</b>				<b>Pass</b>		<b>"</b>																																													
<b>Rogers</b>										<b>Lt/C</b>				<b>Pass</b>		<b>"</b>																																													
<b>Ernst A.A.</b>										<b>Lt/C</b>				<b>Pass</b>		<b>"</b>																																													
<b>Taylor A.R.</b>										<b>Sgt.</b>		<b>R99065</b>		<b>2P</b>		<b>"</b>										CARD SERIAL No.																																			
<b>Meaps R.S.</b>										<b>S/LDR</b>		<b>81181</b>		<b>Pass</b>		<b>"</b>																																													
<b>Boyd W.H.</b>										<b>S/LDR</b>		<b>C1165</b>		<b>Pass</b>		<b>"</b>																																													
<b>Scott W.G.</b>										<b>F/LT</b>		<b>C4511</b>		<b>Pass</b>		<b>"</b>																																													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																	
												INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																																							
<b>Norseman</b>		<b>2479</b>		<b>Total</b>																																																									
<b>Wasp S3h1</b>																																																													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																									
<b>A-844</b>				<b>22-8-42</b>				<b>from R.C.A.F. Stn. Gander.</b>				<b>also A975</b>				<b>18-9 from Gander.</b>																																													
NATURE OF ACCIDENT																																																													
MISCELLANEOUS CAUSES										STAGE OF FLIGHT										MISCELLANEOUS CAUSES																																									
																				HAND Q																																									
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DUTY ON WHICH ENGAGED:

Transportation, Cander to Torbay

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot was not able to return to base because of bad weather finally located a small island and landed on the beach which was covered with rocks. Was

lost & could not navigate to Torbay, ran short of gas & Force

PRIMARY CAUSE:

~~Landed~~  
~~51. Lost. Pilot had insufficient experience at Radio Range flying.~~

~~Pilot had not studied maps of trip sufficiently to know country. Pilot did not take correct action after being lost, & finally finding the railroad. Knowing weather ahead was bad did not return to Base.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~25. Inexperience.~~  
~~25. Petrol shortage~~

~~Landed in field unsuitable for landing, tearing off u/c & generally wrecking a/c.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER

DATE: 10 Sept./42. S.L. J.M. Young, #10 Squadron.

COMPOSITION:

*FCM/FCM/ / WVE*

RECOMMENDATIONS:

All a/c be equipped with Radio Range Receiver, In Nfld, Pilots be given more practice in Range flying. All pilots to keep logs of cross country flights. (For further recommendations, & details of above, see Summary of Accident Investigation No. 763)

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

Forced landing on bad ground after pilot became lost. Pilot, inexperienced on type & at radio range flying, showed poor airmanship throughout flight which was not adequately planned nor properly carried out. Navigation was poor. C.O. of unit must take considerable blame for detailing ~~the pilot~~ the pilot for this flight.

NOTE: See Sum. of Acc. Investigation

No. 763)

CHECKED BY

DATE