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DUTY ON WHICH ENGAGED:

M.T. Driver was operating Electric Flare Path Tender.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

LAC Phaneuf walked down and relit number 3 flare which had gone out, then he moved away from the runway about 15 paces. Aircraft landed, swerved off the runway, and struck and killed him instantly. A/C ground looped on landing.

PRIMARY CAUSE:

~~Miscellaneous Causes.~~

Swung

②

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: SEPTEMBER 4TH, 1942.

COMPOSITION:

L S / P S S / I / X O M / X C I

SQUADRON LEADER H.M. WILSON CI405 No. 2 S.F.T.S. UPLANDS, ONTARIO.

RECOMMENDATIONS:

IT IS SUGGESTED THAT NO LANDINGS OR TAKE OFFS BE PERMITTED WHILE AN ATTENDANT IS WORKING ON THE FLARE PATH OR IN THE VICINITY OF THE FLARE PATH.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.:- THIS ACCIDENT WAS CAUSED BY AIRCRAFT 2757 GROUND LOOPING AND STRIKING LAC PHANEUF, WHO HAD BEEN ORDERED TO MAKE REPAIRS TO THE FLARE PATH.

IT IS CONSIDERED THAT THE OFFICER IN CHARGE OF NIGHT FLYING SHOULD HAVE WITHHELD LANDINGS AND TAKE-OFFS DURING THE TIME REPAIRS WERE BEING MADE.

THE INSTRUCTOR SHOULD HAVE TAKEN CORRECTIVE ACTION SOONER. HE STATES THAT HE WAS AWARE HIS STUDENT HAD LEVELLED OFF TOO HIGH.

RECORDED BY

DATE

CHECKED BY

DATE