

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
JU.	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
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT (BR) Sqn.								COM.				PLACE								DATE 28-10-42				TIME 0040							
BELLA BELLA								H.A.C.				ALLIFORD BAY								H.Q. FILE 1100-9-56											
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
STRANRAER		956		B		x		x				x																			
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
LEDBETTER, J.E.			P/O		J8841		1P		NIL				FATAL		INJURY																
DENROCHE, D.			P/S		R92067		2P		NIL																						
GARNETT, W.M.			P/O		J8833		N.		NIL																						
CARTER, G.G.			P/O		J10656		WCAG		NIL				CARD SERIAL NO.																		
BOWEN, C.H.			P/S		R93561		WCAG		NIL																						
EASSON, K.W.			LAC		R89321		CC		NIL																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
STRANRAER		956		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS													
Bristol		1055/055		NIL.										DUAL SOLO		DUAL SOLO															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
M175 28-10																															
X407				NATURE OF ACCIDENT																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
CATEGORY		TYPE OF ENGINE										TYPE OF A/C										MISCELLANEOUS CAUSES									
D		C										B										A									
1		2										3										4									
2		3										4										5									
3		4										5										6									
4		5										6										7									
5		6										7										8									
6		7										8										9									
7		8										9										10									
8		9										10										11									
9		10										11										12									
10		11										12										13									
11		12										13										14									
12		13										14										15									
13		14										15										16									
14		15										16										17									
15		16										17										18									
16		17										18										19									
17		18										19										20									
18		19										20										21									
19		20										21										22									
20		21										22										23									
21		22										23										24									
22		23										24										25									
23		24										25										26									
24		25										26										27									
25		26										27										28									
26		27										28										29									
27		28										29										30									
28		29										30										31									
29		30										31										32									
30		31										32										33									
31		32										33										34									
32		33										34										35									

MISCELLANEOUS CAUSES
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

STATION TO STATION MOVEMENT OF AIRCRAFT.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COURT OF INQUIRY
DATE: 30 Oct./42 F/O. P.L. Mercer (J6270), #6 (BR)
COMPOSITION: F/O. J.G. Kee (J7075), #6 (BR) Sqdn.
F/O. S.J. Hawkshaw (J7783), #6 (BR)

VISIBILITY AND WEATHER WERE POOR WHILE COMING IN TO LAND ON THE FLAREPATH. THIS PREVENTED ACCURATE JUDGMENT OF HEIGHT AND AIRCRAFT STRUCK THE WATER AT 80 TO 85 M.P.H.

LH/PSHL / XCA / WVJ ✓

RECOMMENDATIONS:

On any night flight to another base pilot should obtain a Kollsman reading and reset his altimeter before landing. All night flying equipment should be available and handy at all times. Operations should be notified in plenty of time of the arrival of the a/c.

ACTION TAKEN:

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

AOB, WAC, approved, and stated that the poor organization at Alliford Bay is being corrected.

CONCLUSIONS OF A.I.B.

This accident was due to an unfortunate all round lack of organization which is now being correction. (See Summary #815)

PRIMARY CAUSE:

Heavy (4)

~~Due to barometric changes the altimeter was reading incorrectly, and a/c hit water before pilot was prepared. Serious damage to hull.~~

~~Error on part of pilot in not obtaining a Kollsman reading from Alliford and adjusting altimeter. Had "RED" arrived sooner, more time would have been available to prepare for a/c.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~All night flying equipment was not available as crash boat & aldic lamp were not at the flare path.~~

RECORDED BY

DATE

CHECKED BY

DATE