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DUTY ON WHICH ENGAGED:

Navigation exercise No. 4.
Second night cross country.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft seen to pass over aerodrome at about 0730 hours GMT on return from cross country. Aerodrome control pilot reported having seen crash. A/C appeared to be losing height, crashed and caught fire and was totally destroyed.

PRIMARY CAUSE:

~~Inexperience on part of pilot.~~

20.

FLW - INTO GROUND.

20

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Error of judgment on part of Control Officer in ordering the exercise carried out at low altitude close to the hills.

R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41

39 FIRE - IN CRASH.

29

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

DATE: 14-11-42.

126/PS5/CN

COMPOSITION:

S/L Angell, H.E. No. 31 G.R.S.
F/L Publicover, E.F. No. 31 O.T.U.
F/O Howard, J.A. No. 31 O.T.U.

RECOMMENDATIONS: MORE PRACTICE IN Q.G.H. PROCEDURE AT NIGHT. DIRECT W/T COMMUNICATION FROM CONTROL OFFICER TO PILOT UNDER INSTRUCTION. CONTROL OFFICER IS IN A STANDARD CONTROL TOWER FROM WHICH A/C ARE VISIBLE.

C.O. STATES W/T LESS EFFICIENT THAN W/T OWING TO DISTORTION OF SPEECH BY STATIC AND UNCERTAINTY OF PILOT THAT HE HAS HEARD BEARING CORRECTLY.

NOTE: ACTION HAS BEEN TAKEN WITH THE O.T.U.S OF THIS GROUP TO ENSURE THAT A SAFE CIRCUIT HEIGHT IS MAINTAINED. AFTER Q.G.H. PRACTICE AT NIGHT THE STATION COMMANDER'S REMARKS IN RESPECT OF THE FINDING ARE AGREED WITH.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

PILOT, INEXPERIENCED IN Q.G.H. (LANDING PROCEDURE THROUGH CLOUDS) FAILS TO TAKE INTO ACCOUNT THE HILLS NORTH OF THE AERODROME AND CRASHES WHEN MANOEUVRING TO MAKE HIS APPROACH FOR LANDING. IT IS CONSIDERED THAT PRACTICING THIS EXERCISE WITH BASE OF IMAGINARY CLOUDS GIVEN AS 800 FT. DOES NOT GIVE ENOUGH MARGIN FOR SAFETY, AS THE HILLS NORTH OF THE STATION ARE A FEW HUNDRED FEET HIGHER THAN THE AERODROME.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____