

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo night training flight.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 1 Feb./43

D-14
INVESTIGATING OFFICER

**Aircraft struck power line,
when attempting to approach on
instruments.**

COMPOSITION:

F.L. Flower, R.E., #32 S.F.T.S.

1200/PNK

Believe sensitive altimeter & rate of
climb indicator may have stuck due to
icing of static pressure slot but can-
PRIMARY CAUSE: not find definite evidence to
support this supposition.

RECOMMENDATIONS:

Nil

~~19. Bad weather.~~

~~Very bad visibility. When pilot
was about to climb a/c struck the
ground, altimeter reading 300 ft.
Icing conditions existed because
pilot saw ice being flung from the
propellers.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Sudden fog formation.~~

22 Collision - Obs. 22

CONCLUSIONS OF A.I.B.:

Probably due to icing of pitot head, however
there is no evidence to show if altimeters
were properly corrected before flight. In
the case of F/L. Forbes both altimeters were
calibrated after crash & found to be

ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER serviceable in every

Nil.

respect, a point is also brought out that
the efficiency of the battery might have
been impaired by the strain of night flying
and not enough heat was applied to the
pilot head.

(Summary #818)

RECORDED BY

DATE

CHECKED BY

DATE