



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14 #5

Night navigation exercise

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

20/1/50

Summary of Accident #1002

Engine trouble, circled for landing after sending out distress signal, but not sufficient time before landing resulting in flare path being only partially laid, consequently a/c landed on runway, bounced & overshoot landing in brush & overturning.

COMPOSITION: A/c landed at night on unlighted runway and overran the end of the runway on to the soft ground where it overturned. Error in judgment by the pilot when landing at night on an unlighted aerodrome. An examination of the

RECOMMENDATIONS: ignition system fuel system, valve springs and clearances, induction system and oil system of the stbd engine showed them to be serviceable.

PRIMARY CAUSE:

~~54. Engine failure in the air~~

Recommended that aircrews of #32 OTU be instructed as to the use of RCAF radio frequencies particularly the a/c guard and escort and reconnaissance frequencies.

OVERSHOT.

①

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~29. Overshooting runway~~

~~37. Overturning~~

ENGINE TROUBLE -  
ACCIDENT

②⑥

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_