

ACCIDENT CLASSIFICATION

UNIT No. 31 O.T.U. Debert, N.S.	COM. EAC	PLACE Mabou Mountain, Cape Breton	DATE 26-7-43	TIME 1400
A/C TYPE Hudson VI		NO. FK539	CRASH CAT. A	H.Q. FILE 1300-FK539-1
		S.E.	M.E. X	DAY
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Parr, R.J.	RAF	P/O 151497	P	<del>missing</del> Killed	No.	DATE
Smith, E.	RAF	P/O 152064	NAV	X "	A8	27-7
Legroulx, C.O.	SGT	RL69406	WAG	X "	D 14 (REVISED)	
L'Heureux, J.M.C.	SGT	RL71487	WAG	X "	No.	CHECKED
McLeod, A.A.	WO1	R54058	WAG	X "	6	<input checked="" type="checkbox"/>
					10	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		24	10	10	14	34	11

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ.
- 3rd
- INJURY
- 5
- N

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PURPOSE OF FLIGHT:

Navigation Exercise Route #2

TECHNICAL OFFICER'S REPORT:

N11

1206/PNA

NATURE OF ACCIDENT:

Aircraft disintegrated and almost totally burned. Aircraft had crashed approx. 1,000 feet up Mt. Mabou, apparently while flying straight and level in normal flight. in very heavy cloud.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2014

Evidence available tends to lead to one of the following two conclusions: either the Pilot was deliberately flying away from the authorized tract or there was a navigational error.

CONCLUSIONS OF A.I.B.

Cause obscure but it is probable that the aircraft was lost in thick cloud and flying at insufficient altitude to clear heights of land.

CLASSIFICATION:

~~20. Cheating~~  
23. Not known 23

SECONDARY OR CONTRIBUTORY FACTORS:

- 19. Bad weather
- 20. Faulty navigation

ACTION TAKEN:

N.A.