

ACCIDENT CLASSIFICATION

UNIT	31 A.N.S. Port Albert	COM.	1	PLACE		DATE	23-3-44	TIME	0430
A/C TYPE	ANS N I	NO.	K6302	CRASH CAT.	"A"	H.Q. FILE	1300-K6302		
				S.E.	M.E.	DAY	NIGHT		
					x		x		

COMMAND

MONTH

STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
PYKETT, J.H.	SGT	1581954	P	slight.	NO. A.668	DATE 23-3
WEAVER, G.C.	LAC	1652314	WOP	Uninj.	D 14 (REVISED)	
ROWLEY, F.H.	LAC	1581525	1stN	slight.	NO. 3	CHECKED
CLEVERSLY, N.C.	LAC	1602831	2ndN	slight.	#19	
WOOD, R.F.	LAC	1586961	3rdN	slight.		

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Chetah IX	408957/AS37764 total						
	406459/AS37276 "						
		35	82	299	87	339	136

ACCIDENT CLASSIFICATION

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- START-UP
- FATAL
- INJURY
- 3RD
- 5

PURPOSE OF FLIGHT:

Navigation exercise (Night).

TECHNICAL OFFICER'S REPORT:

NIL

1206/120/1204/1

NATURE OF ACCIDENT:

Flew into wood during icing conditions while lost. Barometric pressure having dropped considerable during exercise causing overreading of the Altimeter.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2341

Cause : Unwarranted doubt of the accuracy of the navigation on part of pilot resulting in a/c being lost. Pilot, being seized by panic, overlooked the fact of the neighboring high grounds and changing of Barometric Pressure, flew into ground.

RECOMMENDATIONS: Should be impressed upon Pilots there should be complete co-operation between the pilot and navigator at all times.

Importance of any forecast fall of Barometric pressure, particularly in inclement weather, should also be stressed.

C.O. Remarks: Concur. Lessons to be learned from this accident are being brought to attention of all air-crew.

CONCLUSIONS OF A.I.B.: Agree with findings.

CLASSIFICATION:

47. Weather.

20.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL