

PURPOSE OF FLIGHT:

Navigation exercise.

TECHNICAL OFFICER'S REPORT:

nil *LU/PSU/PA ✓*

NATURE OF ACCIDENT:

A/C was one of twelve which took off on exercise. Dakota FZ576 negotiated the cause without trouble until it flew into cloud as it approached Vancouver Island on the return leg. Crew became lost thereafter but finally around midnight pilot picked up at Port Hardy beam. A/C also re-established radio contact with base and with Coal Harbour. Base instructed a/c to land at Port Hardy but at the time the pilot had already made that decision. It flew into high

CLASSIFICATION: ground due to landing too low.

6. Collisions

~~41. Hitting obstructions.~~ *6*

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2344

CAUSE: Pilot error in that pilot approached too low after making too wide a circuit. Fatigue may have been a contributing factor in the pilot's error in judgement.

RECOMMENDATIONS.: 1. That co-pilots be provided at this unit for flights of 8 hrs. or more so that the possibility of pilot fatigue will not arise.
2. That pilots at this unit to be instructed to use their landing lights in making night landings at aerodrome with which they are not familiar.

CONCLUSIONS OF AIB: Agree with findings.

NOTE I There could be no doubt that the Capt. of a/c was very fatigued at the time of accident.

NOTE 2: The rations provided for the trip second inadequate for the period of time required to make it.

ACTION TAKEN:

NIL