

ACCIDENT CLASSIFICATION

UNIT	133 (F) Sqdn	COM.	W	PLACE	NW outskirts Vancouver	DATE	29-9-44	TIME	0729
A/C TYPE	KITTYHAWK I	No.	1039	CRASH CAT.	"A"	H.Q. FILE	1700-1039		
		S.E.		M.E.		DAY	X	NIGHT	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
PATERSON, G.	SGT	R190893	P	Missing.	No.	DATE
					A910	29-9
					D 14 (REVISED)	
					No.	CHECKED
						<input checked="" type="checkbox"/>
					#2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Allison Engine Series	AC40-137/3063 total	44	11	-	37	108	256

ACCIDENT CLASSIFICATION

TYPE OF A/C
TYPE OF UNIT
CATEGORY

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRATRY
FATAL
INJ.
INJURY 3RD

RAF

PURPOSE OF FLIGHT:

Dawn patrol.

NATURE OF ACCIDENT:

TECHNICAL OFFICER'S REPORT:

10C/AOC/PSF/N/1

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2464

CAUSE: Obscure. A/C obviously was out of control but whether this occurred while pilot was in cockpit or after he bailed out is unknown.

RECOMMENDATIONS: That Circumstances of accident be related to fighter pilots in this command. And the absolute necessity of a number 2 man flying close on his leader at all times during poor visibility be emphasized.

CONCLUSIONS OF A.I.B.: Agree that cause of accident obscure. There is no evidence to determine whether or not pilot was with a/c at time of impact.

NOTE 1: The I.O. considered the possibility of icing having caused this accident but concluded that the chances of it having been some remote.

NOTE 2: See Summary No. 2464.

ACTION TAKEN:

CLASSIFICATION:

23. Not known.

SECONDARY OR CONTRIBUTORY FACTORS: