

ACCIDENT CLASSIFICATION

Unit **162 Sqn. BR** COM. PLACE **15 m. S.E. Reykjavik.** DATE **19-12-44** TIME **1851**
Reykjavik, Iceland H.Q. FILE **1700-11061**

A/C TYPE **CANSO "A"** NO. **11061** CRASH CAT. **"A"** S.E. M.E. DAY NIGHT
X X

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|---------------------------|------------|----------------|-------------|---------------|-----------------|-------------------|
| Oakford, E.P. | F/L | J12842 | P | Killed | No. A162 | DATE 21-12 |
| McKenna, G.P. | F/O | J23045 | 2P | Killed | D 14 (REVISED) | |
| McDonald, J.N.H.D. | WO2 | R120166 | NAV | Killed | | |
| Pettigrew, T.J. | F/L | J42218 | WAG | Killed | No. | CHECKED |
| Latham, F.W. | F/O | J43749 | WAG | Killed | #5 | |
| Steinberg, H. | P/O | J46779 | WAG | Killed | | |
| Attree, E.R. | WO2 | R51018 | F.E. | Killed | | |
| Bowley, D.G. | Sgt | R61655 | F.E. | Killed | | |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|-----------------------|-------------------|-----------------------|-------|---------|------|-------|------|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | DUAL | SOLO | DUAL | SOLO |
| P.&W S13CG | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Not coded

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

SECURITY

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFF
 INJ.
 SECURITY

PURPOSE OF FLIGHT:

Patrol

NATURE OF ACCIDENT:

Returning from patrol, crashed into mountain side.

REMARKS OF GROUP COMMANDER:

It is possible that pilot considered he was flying a course which would take the a/c further to the westward and over lower ground.

CONCLUSIONS OF A.I.B.: Agree.

CLASSIFICATION:

20³ Flew into ground

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

1LCG/PCN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2531

CAUSE: Pilot was flying a/c below a safe height and collided with the ground. Pilot was negligent in that if he knew his position he continued to fly below safe height and if he did not he was still negligent in that he did not climb to sufficient height to obtain clearance over all local hills and then use D/F, or other aids. For Contributory causes see Summary No. 2531.

RECOMMENDATIONS: Recommended that this accident be brought to notice of all pilots flying from Iceland and that it be emphasized that in bad weather, a/c should approach from west around Reykjanes Point from direction of the westward leg of Meeks Field radio Range.

REPORT OF C.O.: Obvious that A/C was flying too low and that crew thought they knew where they were

ACTION TAKEN: and height of ground over which they were flying.

REMARKS OF GROUP COMM.: Cannot be stated whether he deliberately flew a/c at such low altitude over high ground or whether it was faulty navigation.