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DUTY ON WHICH ENGAGED:

Navigation exercises.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft forced landed and crashed due to poor visibility in storm.

PRIMARY CAUSE:

~~Inexperience of pilot in that he flew in extreme adverse weather conditions.~~

17

17. FORCED LANDING.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot either attempted to force land or was forced down and crashed owing to extreme atmospheric disturbances whilst flying very low.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 20-6-42

COMPOSITION:

Pres. Group Capt. C.H. Brill (13171) 33 SFTS Carberry.

Mems. S/L M.W. Moore (35109) 33 SFTS Carberry, Man.

" F/L V.L. Berg (C1004) 5 A.O.S. Winnipeg, Man.

RECOMMENDATIONS:

When briefing inexperienced pilots stress the necessity of avoiding extreme adverse weather conditions even at the cost of sacrificing the exercise and landing elsewhere. Signals originated by Officer in charge of flying should be more explicit and instructions definite.

THE PRESIDENT OF THE COURT ADDED THE FOLLOWING TO THE FINDINGS:-

"THE COURT, HAVING REGARD TO ALL EVIDENCE, IS OF THE OPINION THAT NO PERSON SHOULD BE HELD TO BLAME FOR THE ACCIDENT."

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER NIL.

CONCLUSIONS OF A.I.B.

AN INEXPERIENCED STAFF PILOT, ON AN AUTHORIZED NAVIGATION FLIGHT, CRASHED WHEN HE FLEW CONTACT IN HIS ATTEMPT TO RETURN TO BASE THROUGH AN EXTREMELY HEAVY RAIN AND THUNDER STORM. ACCORDING TO THE EVIDENCE, THE WEATHER WHICH DEVELOPED WAS UNPREDICTABLE. THIS WAS ONE OF THREE SIMILAR ACCIDENTS ON THE SAME NIGHT BUT THE OTHER TWO DID NOT RESULT IN FATAL CASUALTIES.

RECORDED BY

DATE

CHECKED BY

DATE