

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Operational scramble.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 9 FEB./43 INVESTIGATING OFFICER

A/C forced landed with u/c retracted
in adverse weather conditions.

COMPOSITION: S.L. E.A. NANTON (C586) OF R.C.A.F. STATION,
BOUNDARY BAY, B.C.

RECOMMENDATIONS:

- (1) PILOT SHOULD NOT FLY INTO OVERCAST OVER MOUNTAINS ON PRACTICE EXERCISES.
(2) MORE ACCURATE PLOTTING BY SECTOR CONTROL.

PRIMARY CAUSE:

~~48. Weather and lost. VERY POOR~~

~~VISIBILITY.~~

~~SECONDARY CAUSES~~

(1) ~~POOR JUDGMENT ON PART OF P.O. ALLMAN IN THAT HE LED HIS SECTION OVER MOUNTAINOUS COUNTRY IN BAD VISIBILITY W/O NOTIFYING SECTOR~~ (2) ~~ERRORS IN~~

~~PLOTTING BY SECTOR WHICH ALMOST RESULT IN LOSS OF P.O. ALLMAN'S A/C.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C landed with wheels retracted.

FAILURE OF RADIO RECEPTION IN F.S. NESS' A/C.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

PILOT BECAME LOST DUE TO POOR VISIBILITY AND FORCE LANDED WITH WHEELS UP. LEADER OF SECTION SHOWED POOR JUDGMENT IN LEADING FORMATION OVER MOUNTAINOUS COUNTRY UNDER THE EXISTING CONDITIONS. FAILURE OF INTER-COMMUNICATION SYSTEM ON A/C WAS A CONTRIBUTORY CAUSE OF PILOT BECOMING LOST.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____