

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT 1 O.T.U. Bagotville	COM. EAC	PLACE Unknown	DATE 15-11-43	TIME 1740 GMT
A/C TYPE Hurricane XIII A		No. BW874	CRASH CAT. "A"	H.Q. FILE 1300-BW874-1
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Bailey, L.W.	Sgt	GB1151364	P	Missing	NO. A512	DATE 15-11
					D 14 (REVISED)	
					NO. 4	CHECKED <input checked="" type="checkbox"/>
					#6	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		NIGHT	ON TYPE		TOTAL			
			SOLO	DUAL	SOLO	DUAL		
Packard Merlin	A265344/A315	presumed totally	39	19	19	-	144	134

ACCIDENT CLASSIFICATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 RAF M X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ. 3RD
INJURY
M X

PURPOSE OF FLIGHT:

Local formation flying.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

Five a/c were up on a local formation flying exercise when very sudden heavy snow storm covered entire area with zero zero condition. Formation became lost and four landed at Satellite and other points, other machine still missing and extensive search is now being carried out.

Hole in ice of lake which could have been made by an A/C in a shallow dive has been located about 30 miles E.S.E. from No. 1 O.T.U.

CLASSIFICATION:

~~60. Missing.~~

23 Not known 23.

SECONDARY OR CONTRIBUTORY FACTORS:

~~48. Weather and lost.~~

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2173

Five a/c on local formation ran into sudden heavy snow storm. Rear a/c disappeared and no trace of it since. Formation broke up and landed safely at different places.

CAUSE

Obscure: When Sgt Bailey was first known to be missing the formation was lost in bad weather.

RECOMMENDATIONS

Recommend more efficient and adequate radio equipment for assisting lost a/c (room for improvement in Hurricane radio) or restricting flying to practically CAVU weather.

Remarks of C.O. - Impossible to limit flying to CAVU weather and carry out training program.

ACTION TAKEN:

Nil

Conclusions of A.I.B.
Agree with findings. Accident probably due to inability to maintain equilibrium on instruments while flying in cloud.