

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME		
		Unknown				
A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Whitlock H.B.	P/O	J28562	CAPT.	Missing.	No.	DATE
Schell, L.F.J.	P/O	Fend. GAZ.	NAV	Missing.		
Manson, F.H.	SGT	R192989	WAG	Missing.	D 14 (REVISED)	
Johnson, C.A.	SGT	1275157	AG	Missing.	No.	CHECKED
MacGregor, B.W.	SGT	R267192	AG	Missing.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
	196076	10	10	0	0	147	111
	196119						

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

INJURY

3RD

INJURY

5

RAF

W N

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RAF

W N

PURPOSE OF FLIGHT:

Cross Country.

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

The wreckage of a/c 345 was discovered 60 miles west of base on the mountain side where it had crashed, exploded and burned. Apparently the a/c struck the mountain side at a terrific speed coming down vertically and exploding on coming into contact with the rock.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 207

125
Pilot may have been being low flying in the vicinity and sought to avoid terrain. Engine failure may have occurred but it is unlikely that it could cause a crash of this nature, as a/c of type will fly on one engine. Technical failure may also have occurred but due to conditions of wreckage it is impossible to arrive at a definite decision.

CONCLUSIONS OF I.T.O.: I.T.O. was asked to comment on:- (a) matter of unsteady heading N.W. according to regulatory error (b) about compass error on a/c and if it could be attributed to any of them without being convicted. I.T.O. replied that upon investigation he found that error in N.W. heading could be rendered to all by any of all stated and writes in summary. I.T.O. said that in his opinion, compass error had no bearing on the

ACTION TAKEN: accident, and did not pursue matter further. I.T.O. stated that reason for not considering compass error to have bearing on the accident was that the heading was good.