

UNIT <b>5 O.T.U.</b>		COM. <b>W.</b>	PLACE <b>On land - 1 ml. E. of Boundary Bay, Aerodrome.</b>		DATE <b>11-5-45</b>	TIME <b>2335</b>			
Boundary Bay, B.C.					H.Q. FILE <b>1300-HD314-1</b>				
A/C TYPE <b>MITCHELL II</b>		NO. <b>HD 314</b>	CRASH CAT. <b>"A"</b>		S.E.	M.E. <b>X</b>	DAY	NIGHT <b>X</b>	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>KITSON, D.R.,</b>		<b>P/O</b>	<b>167994</b>	<b>P.</b>	<b>KILLED</b>		NO. <b>M.608</b>	DATE <b>12-5</b>	
<b>JACKSON, F.,</b>		<b>Sgt.</b>	<b>1674598</b>	<b>2 P.</b>	<b>FATAL</b>		D 14 (REVISED)		
<b>JONES, J.A.,</b>		<b>Sgt.</b>	<b>1351966</b>	<b>WAG</b>	<b>FATAL</b>		NO. <b>3</b>	CHECKED <input checked="" type="checkbox"/>	
							2		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Wright</b>		<b>P.43-33375/189702</b>		Totally		ON TYPE		TOTAL	
<b>R2600-29</b>		<b>S.43-29707/185190</b>		INST.	NIGHT	DUAL	SOLO	DUAL	SOLO
<b>USAAF</b>				<b>41</b>	<b>22</b>	<b>21</b>	<b>8</b>	<b>156</b>	<b>104</b>
				<b>37</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>145</b>	<b>89</b>
ACCIDENT CLASSIFICATION									

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATUTORY

FATAL

INJ.

3RD

INJ.

5

RAF

M

N

PURPOSE OF FLIGHT:

Local night circuits & landings.

TECHNICAL OFFICER'S REPORT:

Nil

OOC/R/AOC/PSF/AM  
/WVC

NATURE OF ACCIDENT:

Pilot unable to make a report. A/c landed 1/3 way down runway, bounced, & commenced an overshoot, climb appeared normal, then became very steep. A/C appeared to stall & crashed. At no time did lateral control appear to be lost. Above is recorded from observations made by personnel in Tower. No moon, sky overcast and a heavy shower commenced on the aerodrome just as the a/m a/c was making its final approach.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE:- "Loss of control during an overshoot at night caused by inexperience on the type and contributed to by poor visibility at the moment of touching down due to a sudden rain squall."

RECOMMENDATION:- "It is recommended that Student Pilots on their first night solo be only permitted to fly if visibility is good and under circumstances where visibility is not likely to deteriorate."

CONCLUSIONS OF A.I.B.:- Agree with findings.

Cause -A/C struck ground due to loss of control by pilot while attempting to go around again following an overshoot at night, causing death of crew

Contributory factors:- inexperience of pilot on type, poor visibility due to sudden rain squall, and possible full tail heavy trim on a/c not

ACTION TAKEN:

(corrected for in time.)

Nil

CLASSIFICATION:

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS: