

81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 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 <b>No. 45 GROUP</b>	COM.	PLACE	DATE <b>17-6-45</b>	TIME
A/C TYPE <b>MOSQUITO</b>			H.Q. FILE <b>235-5-3</b>	
No.	CRASH CAT.	S.E.	M.E.	DAY NIGHT
<b>KA260</b>	<b>"A"</b>		<b>X</b>	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Duigan, B.J. N.Z.</b>	<b>Civ.</b>	<b>45 Group</b>	<b>P</b>	<b>Killed</b>	No.	DATE
<b>Tegart, J.S. CAN</b>	<b>Civ</b>	<b>45 Group</b>	<b>R.Nav</b>	<b>Killed.</b>		
					D 14 (REVISED)	
					No.	CHECKED

MONTH

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
<b>Packard Merlin</b>	<b>V345311 Port</b>			DUAL	SOLO	DUAL	SOLO
	<b>V345218 Stbd.</b>						

STAGE OF FLIGHT

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY

PURPOSE OF FLIGHT:

Transportation Flight.

NATURE OF ACCIDENT:

1,500' above Sea Level. Wooded Hillside near St Irene County of Matapedia P.Q. Tree fifty feet high first object struck.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No:

Radio conditions were bad and a number of pilots were experiencing difficulty in reading the Mont Joli range. The pilot may have lost the range, or not have been sure of his position and -against good flying sense - broken cloud without knowing where he was, continued on looking for a pinpoint. The Court decided that the most likely cause of this accident are several reasons, however since there is no evidence to show why the a/e descended so low in the first place, the cause of the accident must remain obscure.

Remarks of Group Commander: I agree with conclusions and the possible causes which have been advanced. The pilot was known to be steady and reliable, and it is reasonable to conclude that at the time of the accident he was trying to overcome mechanical or flying difficulties.

ACTION TAKEN: ulties additional to the weather and radio conditions existing near the ground; however it is impossible to decide why he was unsuccessful in this.