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A</td> <td colspan="2">SE</td> <td colspan="2">ME I</td> <td colspan="2">DAY X</td> <td colspan="5">NIGHT</td> </tr> <tr> <td colspan="6">NAME</td> <td colspan="2">RANK</td> <td colspan="2">No.</td> <td colspan="2">DUTY</td> <td colspan="6">INJURIES</td> <td colspan="5">SERIOUS</td> </tr> <tr> <td colspan="6">Mansfield R.J.</td> <td colspan="2">F/O</td> <td colspan="2"></td> <td colspan="2">FI</td> <td colspan="6">Seriously Injured.</td> <td colspan="2">FATAL</td> <td colspan="3">INJURY</td> </tr> <tr> <td colspan="6">Strong M.J.</td> <td colspan="2">LAC</td> <td colspan="2">R59547</td> <td colspan="2">PP</td> <td colspan="6">Seriously Injured.</td> <td colspan="2"></td> <td colspan="3">3</td> </tr> <tr> <td colspan="6">Reith A.A.</td> <td colspan="2">AC2</td> <td colspan="2">R70998</td> <td colspan="2">Pass</td> <td colspan="6">Seriously Injured.</td> <td colspan="2"></td> <td colspan="3"></td> </tr> <tr> <td colspan="6"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="6"></td> <td colspan="2"></td> <td colspan="3">CARD SERIAL No.</td> </tr> <tr> <td colspan="6"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="6"></td> <td colspan="2"></td> <td colspan="3"></td> </tr> <tr> <td colspan="3">TYPE A/F & ENGINE</td> <td colspan="3">No.</td> <td colspan="3">EXTENT OF DAMAGE</td> <td colspan="2">REPORT FORM</td> <td colspan="2">SERIAL No.</td> <td colspan="2">DATE</td> <td colspan="17">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="3">Anson</td> <td colspan="3">6224</td> <td colspan="3">Total ly</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">INST. 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DUTY ON WHICH ENGAGED:

Instructional Flight.

COURT OF INQUIRY, INVESTIGATING OFFICER IL Co/Pol/WVG

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Doing unauthorized low flying above Pincher Creek. As they neared Pincher's Creek the a/c went through thin patches of cloud. Pilot came down slowly through mist and in doing so hit rising ground.

DATE:

28-1-41

COMPOSITION:

Squadron Leader D.S. Elaine.
Flight Lieutenant H.W.A. Chesterman.
Flight Lieutenant R.P. Opie.

RECOMMENDATIONS:

It is the opinion of the Court that the existing Orders and Regulations with respect to low and dangerous flying are adequately promulgated.

PRIMARY CAUSE:

Disobedience by the captain of the aircraft in carrying out dangerous and unauthorized low flying.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Having dived dangerously, under adverse weather conditions, the secondary cause was an error of judgment on the part of the captain of the a/c in failing to pull out in sufficient time to avoid rising ground.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____