

ENC 22A

COPY

No. 49 Squadron,
Royal Air Force,
Fiskerton,
Lincoln.

Reference:
401/201/P1

7th February, 1943.

Sir,

Loss of Lancaster Mark III. ED.428
on 31st January, 1943.

I have the honour to refer to my casualty signal A.51 dated 21st January 1943.

Lancaster aircraft ED. 428, Captain Sgt. Cole, crashed just short of Fiskerton aerodrome at 0.7. 15. hours on the 31st January, 1943. All the crew were killed with the exception of Sgt. Phillips, the mid upper gunner. The circumstances of this accident are as follows:-

The aircraft had returned from an operation against Dusseldorf on the night and first contacted Flying Control on T.R.9 requesting permission to land. The weather at the time was poor slight rain was falling and the cloud base was 600 ft. There was a searchlight canopy over the aerodrome and all the available flares were laid out and lighted. Sgt. Cole had plenty of petrol and made one low circuit of the aerodrome before the final approach. He at about 500 ft at this time. He was warned on T.R. of the slight cross wind landing he would have to make and the low cloud approach. He came straight into the flare path making a very low approach and his port wing tip light could be seen from the aerodrome. His approach became lower and lower until finally the wing tip light was seen to rise sharply into the air and then disappear. The aircraft was found completely wrecked half a mile short of the run way having hit a tree about 40 ft. high on his approach.

The survivor, Sgt Phillips, was questioned and it would appear that Sgt. Cole set the wrong Q.F.E. on his altimeter in conjunction with poor judgement of his approach and landing. The air bomber was heard to say immediately before the crash "Get up, you are too low" and then a few seconds after this, the aircraft hit the tree. There was no evidence of engine trouble and it was not reported by the captain on R.T. The aircraft had 314 gallons in it when it first approached the aerodrome and approximately 240 after the accident.

The seven other aircraft landed successfully on this and other aerodromes in the same weather conditions without trouble and the cause of the accident can only be put down to faulty judgment and poor flying.

I have the honour, to be,
Sir,
Your obedient Servant.

King Commander, Commanding,
No. 19 Squadron.

The Under Secretary of State for Air,
Air Ministry (Dept. Q.J.)
Admiral House,
Kingsway, W.C.2.

Copies to:- Air Ministry (Accid C.1) Gloucester.
Air Ministry (P 4, Cas) Kingsway W.C.2.
Air Officer in Charge Records, Gloucester.
R.A.F. Station Scaampton.

C O P Y

Enc. 1A.

DEFENCE		
166	16	14

TO RAAF HQRS REPEAT RECORDS GLOS
FROM AIR MIE KINGSWAY

PX5826 2 FEB AUSCAB 445

FB (A) LANCASTER III (B) 49 SQDN (C) ^{07/5} BIRPHAM CROSSINGS QUARTER MILE
NW FISKENTON AERODROME 31 JAN 1943 MRS DARK (D) AUS/401302
SGT COLE E L (PILOT) KILLED KINNOT FATHER MR EC COLE 55 WAIDA ROAD
CAULFIELD VICTORIA(.) AUS/403187 SGT GREY L KILLED KINNOT MOTHER
MRS V GREY BILBULL BELLSANGERA NSW. ALSO BRIBED INFORMED MRS CM
GREENS WOODCROFT TOWERS JERVIS ROAD BOURNEMOUTH AUS/404849 SGT
BROWN JAG KILLED KINNOT FATHER MR EA BROWN BEACROSSFIELD (STROMAY)
QUEENSLAND ALSO WIFE KINFORMED MRS JAG BROWN 11A ARNOS GROVE SOUTH-
GATE LONDON W14 ENGLAND ALSO NOT AUS/111555 F/O SIDLEY KILLED 324081
SGT WOOD KILLED 1001700 SGT PHILLIPS (MID GUMMER) UNINJURED (E)
STATION MORTUARY SCAMPTON (G) UNDER SHOT AND STRUCK TREES AID NOT
NECESSARY(.)

IMMEDIATE