

/Copy

31 July, 1954.

Dear Sir,

I am conducting a preliminary investigation under the provisions of the Air Navigation (Investigation of Accidents) Regulations, 1928 and 1943 of the accident to D.C.6B aircraft N6531C, the property of your company, which occurred at Shannon Airport on the 15th February last.

The evidence produced to me in my investigations points to the conclusions that the probable cause of the accident was a misjudged approach on the part of the pilot, who was under the impression that the aircraft was 30 feet to 40 feet above the ground at the point of touch down. It also indicates that probable contributory factors were -

- (a) The presence of a patch of ground fog between the threshold lights to Runway 05 and the ILS localizer building, at Shannon Airport; and
- (b) The rapid transition of the pilot from an aircraft with appreciably different approach characteristics and cockpit visibility, coupled with the fact that this was the pilot's second night landing on the DC6B type of aeroplane.

Before reporting formally to the Minister the results of the investigation of the accident, I desire to give you an opportunity of submitting any further evidence or observations you might wish to make, and of producing witnesses on your behalf. Should you so desire, I would be prepared to meet you for discussion in Dublin at a suitable time.

As I would like to complete the preliminary investigation of this accident as soon as possible, I should be glad to hear from you at an early date.

I am to add that letters in similar terms have been addressed to Captain Beall and Captain Merryman.

Yours faithfully,

(Signed) G.P. Probert

Inspector of Accidents.

Secretary,
Pan American World Airways Ltd.,
135 East 42nd Street,
New York,
U.S.A.