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REPORT OF THE COMMISSION OF INVESTIGATION INTO THE
CONDITIONS AND CIRCUMSTANCES RESULTING IN THE TRAGIC
DEATH OF MR. DAG HAMMARSKJOLD AND OF MEMBERS OF THE
PARTY ACCOMPANYING HIM

ANNEX XIV - C

CORRIGENDUM

Insert following page 7 of Annex XIV:

Note

A procedure turn for an instrument approach to Ndola Aerodrome is shown on the map opposite. The actual distance from the radio beacon (ND) at which a procedure turn is begun, as well as the exact area of the turn, depends in each case on the speed of the aircraft and the time for which it flies. The Ndola chart in the Jeppesen manual (see page 4 of this Annex) assumed a true air speed of 150 knots (in still air) for 30 seconds or 1.25 nautical miles beyond the radio beacon. The procedure turn is plotted on the present map on the basis of these figures. As will be observed, the crash site is slightly to the west of the area of the procedure turn as thus plotted. However, when test flights were made using the Jeppesen manual and simulating the procedure approach of a DC-6 it was noted by the Rhodesian Board of Investigation that "In each case the test aircraft flew approximately overhead the crash site on approximately the same heading as the crash swath through the trees and the Board is satisfied that SE-BDY was carrying out a procedure approach when it crashed." (See Annex II, paragraph 14.6).
