

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																												
TECH.		DIS/OB		NEG/ICE		INEX/PNCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND. GEAR		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT		MISCEL.		UNG/TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		PROP/TD	
PILOT			OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																											
CAUSES OF ACCIDENTS																																																											
UNIT #16 S.F.T.S.				COM.				PLACE HAGERSVILLE, MAIN AIRDROME.										DATE 4-12-41				TIME 1710																																					
HAGERSVILLE, ONTARIO.				#1.				HAGERSVILLE, MAIN AIRDROME.										H.Q. FILE 1700-6477																																									
A/C TYPE ANSON				No. 6477				CRASH CAT. A				SE				DAY				NIGHT																																							
ANSON				6734				A				X				X																																											
NAME						RANK		No.		DUTY				INJURIES								SERIOUS																																					
COOK, F.R.						LAC		104818		P				KILLED								FATAL		INJURY																																			
TOUPIN, L.L.V.						LAC		100837		D				SLIGHTLY INJURED								1		1																																			
																						CARD SERIAL NO.																																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																															
ANSON		6477		Total								INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																																			
ANSON		6734		Total								8		2		1 3		26 25																																									
Eng. 6734		11310/11309		Total								4		Nil		2 1		14 10																																									
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE																																							
A81 4-12-41																																																											
NATURE OF ACCIDENT																																																											
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1									
CATEGORY		TYPE OF ENGINE		TYPE OF A/C		MISCELLANEOUS CAUSES		STAGE OF FLIGHT																																																			
D		C		B		A		1																																																			
19		18		17		16		15																																																			
32		31		30		29		28																																																			
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31		32		33		34		35																																																			

MISCELLANEOUS CAUSES
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UNG/TD
 PRIMARY
 TAYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.
 3rd

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

AUTHORIZED SOLO PRACTICE.

OR COMMANDING OFFICER'S REPORT:

MUSE
Court of Enquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 5-12-41

Authorized solo flight, machines collided in mid air when approaching runway, after red light had been given.

COMPOSITION:

President: S/L Ball, F.W.

(C.841)

Members: F/L Furniss, H.P.M.

(C.1081)

" F/O Jordan, J.S.

(C.5779)

RECOMMENDATIONS:

1. That No. 16 SFTS adopt the system of using both runways for landing & taking off, thus avoiding the congestion on one runway at the start & finish of flying operations.
2. That runway look-outs be instructed to take action only when they observe A/C approaching with retracted under carriage, and that they have no control of flying whatsoever, unless they are qualified flying personnel. It is felt pupils are relying somewhat on their action to prevent collisions.
3. That this accident be used as an example to impress upon pupils that necessity for keeping a sharp watch for other A/C while in the circuit, & taking special precautions to ensure that other A/C are not in their "blind areas."

PRIMARY CAUSE:

Failure on part of pilots to keep sharp watch for other aircraft.

~~ACTION TAKEN~~ carriage, and that they have no control of

(A) DISCIPLINE (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft collided in mid-air.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____