

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		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT		COM.		PLACE										DATE		TIME																	
16 S.F.T.S.		1		1 mile east of Selkirk										22-3-42		1000																	
Hagersville														H.O. FILE		1700-7186																	
A/C TYPE		No.		CRASH CAT.										SE		ME		DAY		NIGHT													
Anson 11		7186		A										x		x																	
NAME				RANK		DUTY		INJURIES										SERIOUS															
Forst J. N.				LAC.		R117591 PP		Killed.										FATAL		INJURY													
																		1															
																		CARD SERIAL NO.															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Anson 11		7186		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Jacobs L-OMB		2026		15840 Total								25 12		55 52		89 82																	
		2017		15832 Total																													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
A-16				22-3-42																													
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALC SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Authorized formation flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 22-3-42 Court of Inquiry

COMPOSITION:

1206 / 1207 / 1208 / 1209 / 1210
President S/L Boadway E.A. C2000 No. 6 S.F.T.S Dunnvill
Members F/L Carscadden C.H. J2968 No. 16 SFTS Hagersv. 11
" F/O Stevens G.V. No. 16 SFTS, Hagersville, Ont
" F/O Wright W.R. C/301 No. 1 Training Command,
Toronto, Ontario.

RECOMMENDATIONS:

Instructors should repeatedly impress on their students the weather conditions that may be encountered locally, how to recognize their approach and the avoiding action to be taken.

PRIMARY CAUSE:

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

The accident was due to an error of judgment on the part of a pupil pilot when he encountered a heavy squall. There is some doubt whether he was wearing a safety belt or was equipped with a parachute. These questions are being taken up with the Command

RECORDED BY

DATE

~~Caught in bad storm & attempted to fly contact instead of climbing away from ground. Error of judgment in that LAC. Forst flew his A/C into the centre of a very severe squall, when action to avoid the squall could have been taken.~~

He flew into Ground

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Struck rising ground in almost nil visibility.
Port wing struck the ground causing the A/C to crash.~~

CHECKED BY

DATE