|  | " / & Y |                                       | /        | 21 2<br>45 JR           | / / .                              | 17 17 10 10 10 10 10 10 10 10 10 10 10 10 10 | 16 15<br>RHILL OF | 14<br>MENO  | 13       | 12 11               |                | 9 8          | 7                                       | 6 5   | 4 3 2  |
|--|---------|---------------------------------------|----------|-------------------------|------------------------------------|--|-------------------|-------------|----------|---------------------|----------------|--------------|---|---|--|
| 4  | -       |                                       |          |                         |                                    | FAIL   |                   | */          | / \/ \   |                     | ENG            |              | FAIL                                    |   | <del>~</del> ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~   |
| Иå   | }       | PILOT OTHERS                          |          | USE                     | RAME<br>S O                        |  | CCI               | D F         | NIS      |                     | ENG            | INE          | FAIL                                    | UKE   | * kruo o   |
| \<br> <br> <br>  | ŀ       | UNIT 1 A.O.S. COM.                    | <u> </u> | PLAC                    | E 8 m.                             | E a  | nd 1              | M.          | N        | DAT                 | 17-2           | -43          | TIME ]                                  | <b>7</b> 00   | 1 1 / 6'/  |
| ν Ha   | 1       | Malton, Ont. 1                        |          |                         | of Aurora, Ont. H.G. FILE 11.00-70 |  |                   |             |          |                     | 70 <b>-</b> 51 |              | 3 /43/44ch                              |   |  |
| \\rightarrow{\begin{array}{c} \cdot \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ |         | A/C<br>TYPE Anson J                   |          | No.                     | 705 <u>1</u>                       |  | CRASH<br>CAT.     |             | À        | SE                  | м E            |              | YAC<br>X                                | NIGHT   | NEW THE REPORT OF THE REPORT O |
| ١L   | j       | NAME                                  | RAI      | ır                      | No.                                | DUTY   | 1                 | ı           | INJURIES |                     |                |              | SERI                                    | ious  | >  |
|  |         | Johnson, A.B.                         | Ci       |                         |                                    | Р.   |                   |             |          |                     |                | FATAL INJURY | D C C C C C C C C C C C C C C C C C C C |   |  |
| / u  |         | Greenham, C.C.                        |          |                         | 125078 WAG                         |  |                   |             |          |                     |                | 5            | 1L V x Y Z                              |   |  |
| ENGIN  |         | Abernathy, W.A.                       |          | LAC E160314 1 N Serious |                                    |  |                   |             |          |                     | RD             | S UND RT     |   |   |  |
| N EX   |         | Bannatyne, R.G. NZ                    |          |                         | 422173                             |  |                   |             |          |                     | _              | SERI         | AL No.                                  | \ \psi_{\psi_{\psi}}\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ |  |
| $^{\circ}N^{\circ}$  | - 1     | Adams, R.H.                           | IA       | C R.                    | 170933                             | 2 N  | Seri              | ous         | 3        |                     |                |              | Ÿ                                       |   | 111287   |
|  | -       | TVOS A/S                              |          | FRORT                   | CEDIA!                             | 1  |                   |             | HO       | URS FLOWN BY PILOTS |                |              | 1 1 1/8//                               |   |  |
| 2  |         | TYPE A/F & ENGINE No. EXTENT OF DAMAG |          | FORM                    | SERIAL<br>No.                      | DAT  | ll l              |             |          | ON TYPE             |                |              | OTAL                                    | LAST  | JAME OFF   |
|  | Ī       | Anson I 7051 Seriou                   | s        |                         |                                    |  |                   | 151.        | NIGHT    | DUAL                | SOLO           | DUAL         | sol.0                                   |   |  |
| 7  | 1       | Cheetah 10567/ASB0310 S               | eri      |                         |                                    |  |                   |             |          |                     |                |              | 1                                       |   | \ \o\\\&\\   |
| 2 X  | 5       | 10043/AS23731 S                       | eri      | .cus                    |                                    |  |                   |             |          |                     |                |              | -                                       | _   | コート・トノスペン  |
| 8 E  | 5       | SIGNAL NO. & DATE UNIT NO. 8          | k DA     | TE                      | сом.                               | No. & (                                      | DATE              | T           | REPOF    | ?T                  | F              | ILE          | <u> </u>                                | DATE  |  |
| ن کی   | וֹל     | M-495 18-2-43                         |          |                         |                                    |  |                   |             |          |                     |                |              |   |   |  |
| الم 🕹  | _       |                                       |          | AT                      | URE                                | OF   |                   | <del></del> | ENT      |                     | <del></del>    |              | 7. 7                                    | <del></del>   |  |
|  | 7       | 2 2 2 2 4 8 6 01                      | , ,      | 21 E                    | 3 N S                              | 91   | / /               | 6           | 20 00    | 12 22               | ES S           | 2 S2         | 92 (or                                  | 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8                   | 62 OE 1E 2   |

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| DUTY ON WHICH ENGAGED:   | COURT OF INQUIRY, INVESTIGATING OFFICER  |
| Low level navigation exercise                                      | OR COMMANDING OFFICER'S REPORT:  |
| and bombing.  NATURE OF ACCIDENT AND STAGE OF FLIGHT:              | DATE: 22. 2. 12  |
| ) While flying at 200' to 300', engine                             | DATE: 22-2-43  |
| suddenly cut. Hit a tree while                                     |  |
| attempting to force land in a clear-                               | <u>RECOMMENDATIONS</u> : Minimum altitude of 300' as approved for low level exercises is too low to give pi- |
| ) ing ahead and to the right and                                   | lot opportunity to take corrective measures should   |
| crashed to the ground.   | RECOMMENDATIONS: anything go wrong.  |
|  | Suggested that minimum altitude of low flying exer-  |
| PRIMARY CAUSE:   | cise be raised slightly. (2) That a radio be made  |
| 54. Engine failure in the air.                                     | available for exclusive use of pilot, for purpose of ) information, air discipline & safety in general.      |
| Failure of pilot to change   |  |
| over soon enough from outer  | Recommendations not concurred in by A.M.T. & A.M.A.E.  |
| to inner fuel tanks.   | ACTION TAKEN:  (A) DISCIPLINARY (B) TECHNICAL (C) OTHER  |
| 22 Callision - Obsts   | Nil  |
| 21   | CONCLUSIONS OF A.I.F. (851)  |
| ,  | Agree with findings.   |
| CECONDADY CAUCE OF CONTRIBUTING TAGEOR                             |  |
| SECONDARY CAUSE OR CONTRIBUTING FACTORS:  41. Hitting obstructions |  |
| ) Ale no torng observed tons                                       | RECORDED BY DATE   |
| 26   |  |
| Db Engine Trankle accid  | CHECKED BY DATE  |
|  |  |
|  |  |