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|------------------------------|---|-------------------|--|-----------------------|------------------------|----------------|-------------------------------------|-----------------|---------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--------|----|-----|-----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| ACCIDENT CLASSIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 9 S.F.T.S. Centralia | | COM. 1 | PLACE 9 miles north of Mitchell, Ont. | | DATE 18.6.43 TIME 1100 | | H.O. FILE 1100-82-8 | | COMMAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Anson II | | NO. 8208 | | CRASH CAT. C.5 | | S.E. | M.E. | DAY | NIGHT | MONTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PERSONNEL | | RANK | NUMBER | DUTY | INJURIES | SIGNAL | | STAGE OF FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dunbar, W.H. | | FO | J21613 | FI | Nil | NO. | DATE | FORCED LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seidel, W.H. | | LAC | R184769 | PP | Nil | A240 | 19.6 | TAXIING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | D 14 (REVISED) | | LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NO. | CHECKED | TAKE-OFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 5 | <input checked="" type="checkbox"/> | FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | #44 | | STATORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | FATAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jacobs 16mB 26.39/26856 Nil. | | | | | | ON TYPE | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | INST. | NIGHT | SOLO | DUAL | SOLO | DUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 43 | 52 | 505 | 19 | 709 | 149 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 37 | 5 | 19 | 46 | 45 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ACCIDENT CLASSIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | C | B | A | CATEGORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | INJURY | | 3rd | 2nd | 1st | RAF | M | N | | | | | | | | | | | | | | | | | | | | | | |

PURPOSE OF FLIGHT:

Seq. 23.

TECHNICAL OFFICER'S REPORT:

Nil.

1LC0/RS/PO/POC.

NATURE OF ACCIDENT:

A/C struck horizontal guy wire whilst carrying out low level cross country exercise. Pilot had apparently flown too low on cross-country exercise.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~17. Disobedience of standing orders.~~

22. Collisions Obstructions

SECONDARY OR CONTRIBUTORY FACTORS:

~~26. Collision in the air.~~

41. Disobedience of Orders.

ACTION TAKEN:

Log book endorsed. Pilot placed on charge.