

182	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	7																												
ACCIDENT CLASSIFICATION																																																												
UNIT No. 16 C.F.T.S. Hagersville, Ont.		COM. # 1	PLACE 5 mi. N. Port Rowan, Ont.														DATE 27-7-43	TIME 0930																																										
A/C TYPE Anson II		NO. 8409		CRASH CAT. B		S.E.		M.E. X		DAY X		NIGHT		H.Q. FILE 1100-84-9																																														
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL																																																				
Pickersgill, H.A.			LAC	R89134	PF	Slight		NO. A122	DATE 27-7																																																			
								D 14 (REVISED)																																																				
								NO. 4	CHECKED <input checked="" type="checkbox"/>																																																			
								No. 49																																																				
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS																																																								
Jacobs L6MB	P.19823/25935		Slight	INST.		NIGHT		ON TYPE		TOTAL																																																		
	S.26839/10093		Slight					SOLO	DUAL	SOLO	DUAL																																																	
				19		5		35	47	66	88																																																	
ACCIDENT CLASSIFICATION																																																												
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

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJURY
1st
2nd
3rd
4th
5th
M
N

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Routine practice. 4A-6A-17A-5A(5000),
15(3000)-13.

TECHNICAL OFFICER'S REPORT:

FM/PSE/W/E/E/P/P/P/E

NATURE OF ACCIDENT:

Pilot had shut off stbd. tank. Turned
it on again as claimed, then inter-
connecting cock to normal. Throttled
fully back, turned on switches, opened
up throttle with no response. Failed
to locate cause, picked field, turned
into wind at 500 ft. At 150 ft. saw
he was overshooting. Opened throttle,
maintained height for $\frac{3}{4}$ mile, just
cleared woods and mushed into thicket
and scrub bush.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1099

The evidence is inconclusive and while the
findings may be supported the position in which
the stbd fuel selector and inter-connector were
found after the crash seems negative. Further
evidence may be brought out in the taking of the
Summary of Evidence from which a definite
conclusion as to the cause of this accident may
be reached.

CLASSIFICATION:

~~16. Unauthorized low flying.~~

17

17. Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

42. Unauthorized Low Flying

42

ACTION TAKEN: