

ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg		COM. 2	PLACE Stevenson Aerodrome		DATE 19-8-43	TIME 1700			
A/C TYPE PORT II ANSON 1		NO. 3629 6505	CRASH CAT. "A" "B"		H.Q. FILE 1700-6505	S.E. X	M.E. X	DAY X	NIGHT
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Hughes, G. (3629)			WO1	R63992	P	KILLED		NO.	DATE
Watkins, K.L. AUS			Lac	424613	PP	Seriously Inj.		A.39	19-8
Rollins, F.W. (6505)			Civ		P	Uninj.		D 14 (REVISED)	
								NO.	CHECKED
								1	X
								#3	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Jacobs L6MB		17223/3402		INST.	NIGHT	ON TYPE		TOTAL	
Cheetah IX		10767/31294				SOLO	DUAL	SOLO	DUAL
		112650/13197		20	7	108	3	922	81
				29	106	164	47	564	62

ACCIDENT CLASSIFICATION

626

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
3RD
INJURY

RAF

PURPOSE OF FLIGHT:

W/T exercise.

NATURE OF ACCIDENT:

Collided at 125ft on landing. Fleet dived into ground out of control, Anson landed safely. Fort made short circuit converging above and behind Anson. White (grass landing) light light and then red light flashed to Fort but was unobserved by pilot.

CLASSIFICATION:

45. Collision

21. Collision of 2/

SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot error.

TECHNICAL OFFICER'S REPORT:

Nil

LCR/100
LCR/101

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2042

Failure of Fort pilot to observe Anson on approach leg to landing strip.

Recommendations

That all aircraft using this airport be required to conform to definite circuit in which airspeed, rate of climb, length of time on each leg and altitude at turning points are clearly defined and turning points be over well defined and visible landmarks. That all aircraft using this airport be R/T controlled.

CONCLUSIONS OF A.I.B.

Agree with findings.

Recommendation re uniform circuit concurred in.

ACTION TAKEN: