

ACCIDENT CLASSIFICATION

UNIT 33 S.F.T.S.  
Carberry

COM.

2

PLACE

$\frac{1}{2}$  mile N.E. of M.A.

DATE 25-8-43

TIME 0355

H.Q. FILE 1300-JS197

A/C TYPE

ANSON II

NO.

JS197

CRASH CAT.

HAU

S.E.

M.E.

DAY

NIGHT

X

X

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

X Ingram, A.W.

Sgt

571510

FI

Killed

Shorney, F.R.

Lac

1586744

PP

Killed

NO.

DATE

A.69

25-8

D 14 (REVISED)

NO.

CHECKED

8

#45

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Jacobs L6MB

17802/9175 totally

25676/25365 totally

INST.

NIGHT

ON TYPE

TOTAL

SOLO DUAL

SOLO DUAL

41

36

112

1

245

171

17

6

12

27

48

77

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INI.  
INJURY  
3RD  
5

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Flying circuits and landing (night)

Nil

*1200/1700/PSE/N/N*

NATURE OF ACCIDENT:

Aerodrome quickly enveloped by very low cloud. A/C flew into this cloud on circuit, lost height to get out of it and broke cloud at 200'. A/C was then seen to do a turn into the ground. Aircraft caught fire on impact.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2045

Pilot error occasioned by low ceiling at night.

CONCLUSIONS OF A.I.B.

Examination of evidence appears to prove in a reasonable manner that as far as humanly possible all precautions as to Flying Control Officers being advised of the weather had been taken care of. Inference of I.O. that administration could be improved not concurred in. Accident most probably due to sudden change in weather.

CLASSIFICATION:

~~19. Bad weather.~~

*19. Out of Control*

*19.*

SECONDARY OR CONTRIBUTORY FACTORS:

~~21 Inability to maintain equilibrium~~

ACTION TAKEN:

Nil