

ACCIDENT CLASSIFICATION

UNIT No. 1 C.N.S. Rivers, Man.	COM. 2	PLACE 5,000' N. of M.A.	DATE 5-10-43	TIME 2340
A/C TYPE Anson I Anson I		NO. DG872 D 6642	CRASH CAT. A A	H.Q. FILE 1700-DG 872
		S.E.	M.E. X	DAY
				NIGHT X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Cummer, J.A.	Sgt.	R171888	P	Killed	NO. A235	DATE 6-10
Plate, L.E.	Sgt.	R168250	P	Killed		
Guay, L.P.	Sgt.	R177647	WAG	Killed	D 14 (REVISED)	
Smith, R.G.	GB LAC	1602873	OC	Killed	NO. 3	CHECKED <input checked="" type="checkbox"/>
MacArthur, A.	GB LAC	1553554	OC	Killed		
Capon, A.	NZ Sgt.	426881	WAG	Killed	1	
Nixon, T.W.	P/O	026582	OC	Killed		
Petrie, D.R.	P/O	026583	OC	Killed		

MONTH

FORCED LANDING
TAXIING
LANDING
TAKE-OFF

STAGE OF FLIGHT

FLIGHT
FATAL
INJ.

ENGINE NO.	ENGINE NUMBER	ENGINE TYPE	CIRCUITRY				CIRCUITRY	
Earl, W.M.	P/O 024354	OC	Killed					
Cheetah IX	PAS15399 Total		INST.		ON TYPE		TOTAL	
	SAs24297 Total			NIGHT	SOLO	DUAL		DUAL
	PAS23604 Total		55	51	104	4	215	127
	SAS31184 Total		38	77	206	3	284	142

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

RAF

PURPOSE OF FLIGHT:

Navigation Exercise

NATURE OF ACCIDENT:

Collision during final approach, Anson 6642 making this approach on one engine due to single engine failure. Collision occurred at about 500 feet. DG872 was not heard from again by tower after it had stated its position and was not cleared for final approach which clearance it should have requested while on downwind leg.

CLASSIFICATION:

26. Collision in the air

21

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

12/11/52
105/100/10

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2133

- 1. Failure of pilots of anson a/c 6642 and Anson a/c DG872 to maintain adequate lookout.
- 2. The action of the pilot of Anson Dg872 in coming into the upwind leg at the normal gliding height for landing without obtaining clearances from the Aerodrome Control Officer to come into the approach leg of the circuit.

Recommendations: (a) That night radio control at unit be so organised as to eliminate interference of radio reception at present resulting from congested conditions caused by a/c at same time trying to establish simultaneously, radio contact with base, which should afford Aerodrome Control Officer better control of a/c in & about circuit, and the pilots of these a/c more certainty of receiving control signals.

ACTION TAKEN: (b) Pilots with defective vision wear Nil necessary corrective glasses. in the air.

CONCLUSION OF A.I.B. Orders have been issued that Pilots wear corrective glasses as recommended in (b). LTD. 7084-43