

ACCIDENT CLASSIFICATION									
UNIT 17 S.F.T.S. Souris, Man.		COM. 2	PLACE Approx. 59 mi. N.N.E. of Parent Aerodrome.		DATE 6-11-43		TIME 1040		COMMAND MONTH STAGE OF FLIGHT
A/C TYPE Anson II		No. 11532		CRASH CAT. A	H.Q. FILE 1700-11532		S.E.	M.E. X	
					DAY X	NIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		FORCED LANDING TAXYING LANDING TAKE-OFF FLIGHT STATRY FATAL INJURY 3rd
Harris, W.P.		P/O	J28300	FI	Killed		No. A.77	DATE 7-11	
MacKenzie, D.C.		LAC	U199219	PP	Killed		D 14 (REVISED)		
Nicholls, P.J.		LAC	1605865	PP	Killed		No. #3	CHECKED	
							#15		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Jacobs L6MB		P.26609/25095 Total S.14109/25420 Total		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				45	21	189	129	234	183
				18	10	16	37	54	86
				18	12	17	37	57	73

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PURPOSE OF FLIGHT:

Dual Navigation Trip No. 13

NATURE OF ACCIDENT:

Took off on a high level cross country flight, 2nd leg of which was under hood. 16 m.W. of turning point from 2nd to 3rd leg, A/C was seen at very low altitude in vertical or near vertical bank, left wing low, slipping downward and making almost a complete turn to left before crashing into a small area of bush, where it caught fire and burned.

CLASSIFICATION:

59. ~~Obscure.~~

23. Not known 23

SECONDARY OR CONTRIBUTORY FACTORS:

29 Fire in crash 29

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

Engine and Airframe destroyed by impact with trees and fire.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2157

Obscure, but may have flown off track on 2nd leg of X country, that its windows may have become frosted by flying into overcast while instrument hood was still in use, that A/C may have assumed an unusual position while in overcast from which safety pilot, i.e. instructor, owing to safety hood obscuring his view of part of instrument panel, was unable to recover before instrument hood could be removed and before A/C struck ground.

RECOMMENDATIONS

Due to possibility of exterior icing, various types of icing and their effect on A/C engine performance their avoidance and remedy be brought to attention of all pilots.

CONCLUSIONS OF A.I.B. - Cause of accident obscure.

ACTION TAKEN:

Note: No written record of authorization for presence of LAC MacKenzie in aircraft, in accordance CAP 100, Sec.17, para.18.

C. C. LTD. 7084-43