

ACCIDENT CLASSIFICATION

UNIT <b>16 S.F.T.S. Hagersville</b>	COM. <b>1</b>	PLACE <b>Waterford, Ont</b>	DATE <b>7-12-43</b>	TIME <b>1410</b>
A/C TYPE <b>ANSON III ANSON II</b>	NO. <b>6930 7412</b>	CRASH CAT. <b>"A" "B"</b>	H.Q. FILE <b>1700-6930</b>	S.E. M.E. DAY NIGHT <b>x x</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
<b>Pouyat, T.O.C.</b>	<b>GB LAC</b>	<b>60591</b>	<b>PP</b>	<b>Killed</b>	NO. DATE
<b>Ward, M.W.</b>	<b>F/O</b>	<b>J20578</b>	<b>FI</b>	<b>Uninj.</b>	<b>A.541 7-12</b>
<b>Stephens, F.V.</b>	<b>LAC</b>	<b>R191955</b>	<b>2P</b>	<b>Killed</b>	D 14 (REVISED)
<b>Turner, D.J.</b>	<b>GB LAC</b>	<b>1808574</b>	<b>PP</b>	<b>Uninj.</b>	NO. CHECKED
<b>Bacque, P.C.</b>	<b>GB LAC</b>	<b>605489</b>	<b>PP</b>	<b>Uninj.</b>	<b>1</b> <input checked="" type="checkbox"/>
					<b>#2</b>

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
SOLO	DUAL			SOLO	DUAL			
<b>Jacobs</b>	<b>16165/2348</b>	<b>totally.</b>						
	<b>17045/3224</b>	<b>"</b>						
	<b>26375/14861</b>	<b>Nil</b>	<b>25</b>	<b>18</b>	<b>59</b>	<b>88</b>	<b>88</b>	<b>127</b>
	<b>19938/26050</b>	<b>Nil</b>	<b>70</b>	<b>62</b>	<b>719</b>	<b>93</b>	<b>892</b>	<b>195</b>
			<b>26</b>	<b>18</b>	<b>59</b>	<b>92</b>	<b>88</b>	<b>124</b>
			<b>28</b>	<b>19</b>	<b>59</b>	<b>90</b>	<b>88</b>	<b>128</b>
			<b>27</b>	<b>19</b>	<b>29</b>	<b>87</b>	<b>88</b>	<b>122</b>

ACCIDENT CLASSIFICATION

COMMAND  
 MONTH  
 STAGE OF FLIGHT  
 FORCED LANDING  
 TAXYING  
 LANDING  
 TAKEOFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJURY  
 3rd  
 5

PURPOSE OF FLIGHT:

Five plane formation practice.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

F/O Ward in Anson 7412 was making a gentle turn to right prior to forming up a five plane formation. LAC Pouyat in Anson III 6930 suddenly pulled up into starboard side of a/c 7412. A/C 6930 lost part of its port wing and fell in a steep dive. F/O Ward flew badly damaged a/c back to base.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2178

CAUSE: Error of judgment on part of Capt. of A/C 6930 in that he allowed too great a speed allowed his a/c to overshoot position in getting into VTC formation and colliding with the leader,

CONCLUSIONS OF A.I.B.: Evidence raises doubt as to whether LAC Pouyat was safe to be sent solo in formation. NOTE: Leader of formation, F/O Ward, who had been in flight for only few days, presumed that pupils detailed for exercise had complete instruction in formation flying. Except for giving instruction as to place of rendezvous there is no evidence whatever of any briefing having been carried out as required by A.F.T.I.

Agree. In so many collisions in formation, evidence tends to show briefing was not done thoroughly.

CLASSIFICATION:

~~26. Collision in the air.~~

21

21. Collisions - A/C  
SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil