

ACCIDENT CLASSIFICATION

UNIT 2 E.F.T.S. Fort William	COM. 2	PLACE 7 miles W, 2 miles S of M.A. Kaministiquia River,	DATE 8-12-43	TIME 0925
A/C TYPE TIGER MOTH		No. 3857	CRASH CAT. "A"	H.Q. FILE 1700-3857
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Steele, C.J.	F/O	J26367	P	Killed	No.	DATE
Kendrick, L.A	GB	LAG 1584106	PP	Slightly Inj.	A.136	8-12
					D 14 (REVISED)	
					No.	CHECKED
					2	<input checked="" type="checkbox"/>
					#8	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
Gypsy Major	7430/87261	totally	53	60	411	15	545	150
			-	-	7	27	7	27

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

Forced Landing
TAXING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

Grid of numbered circles (1-31) along the top and bottom edges, and a vertical column of numbered circles (1-7) on the right side.

PURPOSE OF FLIGHT:

Authorized dual instruction of seq.
13A, 14, 16, 17, 18, 22.

TECHNICAL OFFICER'S REPORT:

Nil

ILCO/P3J

NATURE OF ACCIDENT:

Forced to fly low in snow steam and was following Kaministikwa River back to Airport when a/c struck phone wires across river causing it to plunge into water.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2221

CAUSE: "Deliberate, unauthorized, unnecessary low flying.

RECOMMENDATIONS: Nil. Present regulations seem sufficient if observed and enforced.

CONCLUSIONS OF A.I.B. Agree with the findings. Pilot flew unnecessarily low in returning to base after being caught up in bad weather.

NOTE I: This unit is supplied with weather forecasts from ~~XXX~~ Winnipeg and it is 0900 hrs. daily before a forecast is usually received.

The instructor was taking a foolish risk in flying at such an unnecessarily low altitude.

CLASSIFICATION:

19. ~~Bad weather~~

22. Collision - Obstacle

SECONDARY OR CONTRIBUTORY FACTORS:

20. ~~Faulty navigation.~~

ACTION TAKEN:

Nil