

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

UNIT 5 S.F.T.S. Brantford	COM. 1	PLACE 1 mile Off shore Nottawas Bay	DATE 17-5-54	TIME 1500
A/C TYPE ANSON II	NO. 7286	CRASH CAT. "A"	FILE 1700-7286	
			S.E. X	M.E. X
			DAY X	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BUNDY, K.F.	F/O	J21196	FI	Slightly Inj.	NO. A35	DATE 18-5
MCINNIS, G.F.	LAC	R200598	PP	Nil	D 14 (REVISED)	
SIBORNE, G.R.	LAC	H128573	PP	Nil	NO. 4	CHECKED
					#35	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Jacobs L6MB	25513/10267 total	110	91	1288	126	1362	175
	17737/2595 total	17	20	49	89	81	123
		25	17	41	57	66	106

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAIRY
FATAL
INJ
INJURY 3RD
INJURY 5

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ACCIDENT CLASSIFICATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

W. J. P. W. V. G ✓

Seq. 18

NIL

NATURE OF ACCIDENT:

LAC McInnes was put on instruments when a/c had reached an altitude of 500 to 700 ft. after taking off. He remained under hood flying in a general Northerly direction for more than an hour. A/C during this time was flying in an overcast base at and about 4,000 ft. At a point about 25 to 30 miles or less S of Georgian Bay dense fog rolled in quickly under a/c. Bunday took over control and continued on a short distance over the water letting down to 1100' where

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2476

CAUSE: Error of judgment on part of instructor in that he was not fully conversant with anticipated weather. 2. Infraction of SSQ in that the instructor permitted the a/c to be flown by student out of 5 SFTS flying area. 3. Pilot error in continuing the flight between two layers of cloud and not turning back S as soon as fog was seen.

CLASSIFICATION:

he commenced a rate one turn to left, in which a/c crashed into water.

RECOMMENDATIONS: It is recommended that a survey be made by this unit of its method of imparting Net. information to instructors and pupils in the event of changing weather conditions.

CONCLUSIONS OF A.I.B.

For Notes #1, #2, #3. see Summary 2476

20. Faulty navigation.

17. *Forced Landing*

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL