

ACCIDENT CLASSIFICATION

UNIT C.N.S.  
Rivers, Man.

COM.  
2

PLACE 10 Miles West of No.  
12 S.F.T.S. Brandon

DATE 6-7-44

TIME 0015

H.Q. FILE 1700-123-64

A/C TYPE

ANSON V

NO.

12364

CRASH CAT.

"A"

S.E.

M.E.

DAY

NIGHT

X

X

COMMAND

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

Rowland, W.H.

P/O

J42435

P

Fatal.

NO.

DATE

Korber, B.

CPL

R158463

WO

Uninj.

A440

6-7

Fulkes, H.M.

LAC

749959

OC

Uninj.

D 14 (REVISED)

King, R.

LAC

1693986

OC

Uninj.

NO.

CHECKED

Ivory, J.

LAC

1796168

OC

Slightly

#4

MONTH

STAGE OF FLIGHT

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Wasp Junior.

P.29370/211270 Totally

INST.

NIGHT

ON TYPE

TOTAL

S.29363/211263 Totally

48

77

DUAL

SOLO

DUAL

SOLO

128

244

165

271

ACCIDENT CLASSIFICATION

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAYRY  
FATAL  
INJ.  
3RD  
INJURY

PURPOSE OF FLIGHT:

Night Nav. Exercise.

TECHNICAL OFFICER'S REPORT:

No.

IM/P/PST/WM  
IM/P/PST/WM

NATURE OF ACCIDENT:

Pilot apparently turned into the fringe of a cumulo nimbus cloud which was brightly illuminated by lightning. A/C was thrown about violently and pilot ordered crew to escape by parachute. All escaped by rear door then it appears pilot attempted to leave by rear door and became entangled in the tail assembly. A few minutes before entering the cloud this a/c was observed flying about 3000' above ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2413

CAUSE: Poor judgment of the captain in flying into an electrical storm.

RECOMMENDATIONS: See Summary No. 2413.

CONCLUSIONS OF A.I.B.: Agree with the findings. The pilot should have landed at the latest when he reached Brandon.

CLASSIFICATION:

19, Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

39. Structural Failure

ACTION TAKEN:

N.A.