

ACCIDENT CLASSIFICATION

UNIT 16 S.F.T.S. Hagersville	COM. 1	PLACE 1 mile N of M.A.	DATE 16-9-44	TIME 1040
A/C TYPE ANSON II		NO. 7591	CRASH CAT. "A"	H.Q. FILE 1100-75-91
		S.E.	M.E.	DAY
			X	X
		NIGHT		

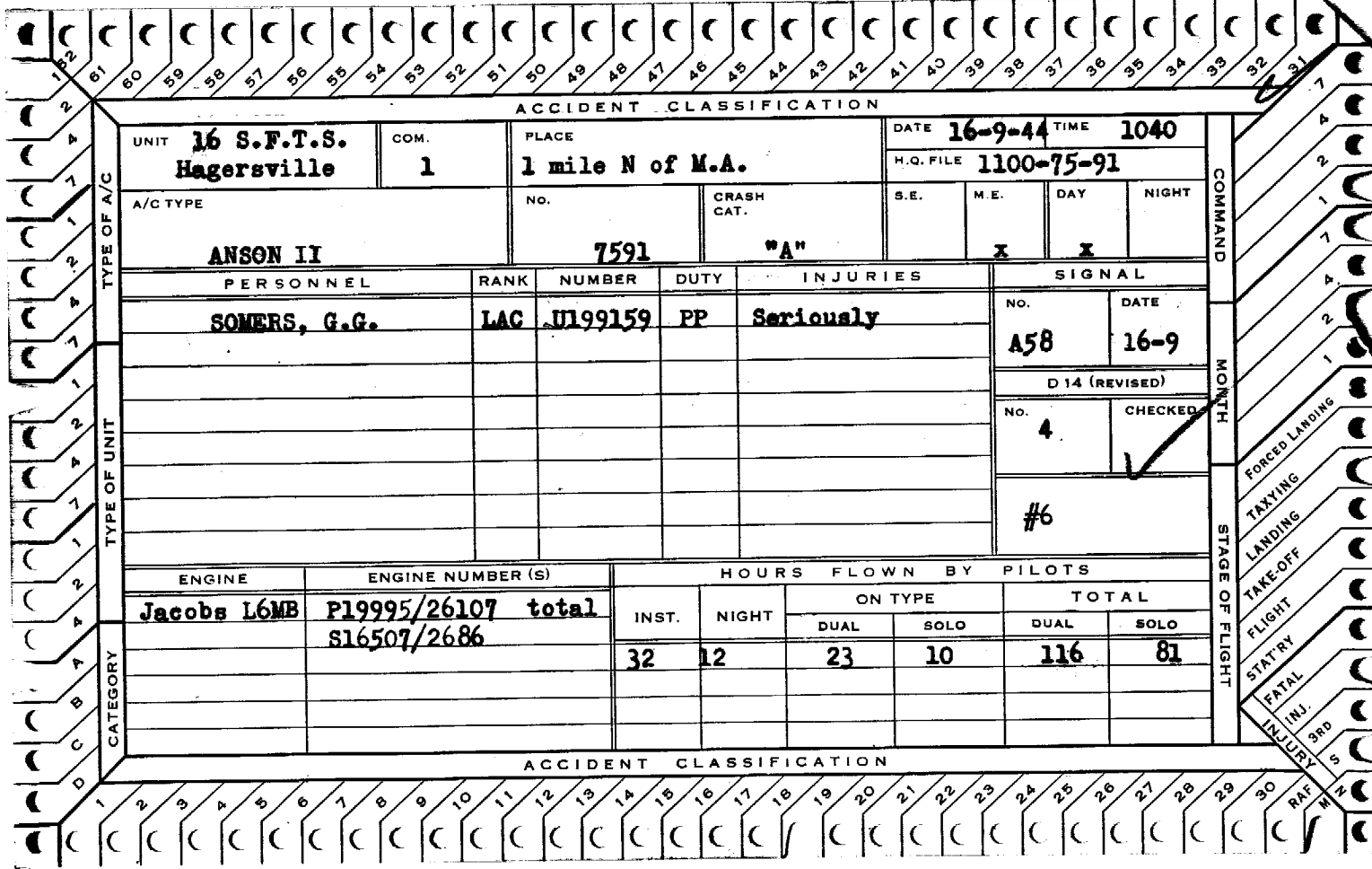
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
SOMERS, G.G.	LAC	U199159	PP	Seriously	NO. A58	DATE 16-9
					D 14 (REVISED)	
					NO. 4	CHECKED <input checked="" type="checkbox"/>
					#6	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs L6MB	P19995/26107 total S16507/2686	32	12	23	10	116	81

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY 3rd
 INJURY 5th
 INJURY 2nd



PURPOSE OF FLIGHT:

Seq. 24

NATURE OF ACCIDENT:

On returning from formation flying, main aerodrome was covered by fog, and it is assumed that a/c crashed in an endeavour to find aerodrome.

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

NIL ILCG/PSF/L1

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CAUSE: After breaking off formation, fog closed in rapidly over base. Somers attempted to get down rather than proceed farther afield to safely land and in letting down crashed while on a turn.

RECOMMENDATIONS: To place considerable emphasis on procedure at all units in ref. to bad weather landings.

CONCLUSIONS OF A.I.B.: Agree. NOTE: IAC Somers' instructor stated in his evidence that in his opinion Somers should have been washed out and his training was continued only because, when tested Somers made a good show. It is unfortunate that the Instructor's opinion of Somers' flying ability could not have been acted upon to cease his training.

ACTION TAKEN:

NIL