

81 80 79 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT I. A. O. S.	COM. 1	PLACE Sunderland	DATE 12-1-45	TIME 00.30			
A/C TYPE ANSON V		NO. 12315	CRASH CAT. "A"	H.Q. FILE 1100-123-15			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JOHNSON, G.W.,		Sgt.	R168988	P.	Uninj.	NO.	DATE
HUSZCZY,		LAC	706606	Nav.	Uninj.	M 179	12-1
BIELSKI,		LAC	704575	Nav.	Uninj.	D 14 (REVISED)	
BENSON,		Sgt.	R269485	WAG	Uninj.	NO.	CHECKED
						4	

COMMAND

MONTH

STAGE OF FLIGHT

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
 FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY

TYPE OF A/C
 TYPE OF UNIT
 CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P. & W.	29026/210926 Totally						
Wasp Jr.	28683/210783 Totally	65	343	35	843	170	933

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
 RAE
 INJURY

PURPOSE OF FLIGHT:

Night Nav. Flight.

TECHNICAL OFFICER'S REPORT:

Nil

IMP/PCN/XCI/WVL

NATURE OF ACCIDENT:

Pilot was preparing to turn on final in a heavy snow storm. Tower control ordered to pull up for an a/c landing without radio or lights. On leaving circuit Pilot became lost and due to bad snow static was unable to get range. Eventually bailed crew as gas became low. Practically no moon. Visibility extremely low in heavy snow.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2532 (cont'd)

to other serviceable aerodromes. 2. That during the winter season, runways at all flying units now closed or in process of disbandment be kept serviceable to meet such conditions and emergencies as in present case. For example, 1 a/c made Successful wheels up landing at closed Unit Formerly 20 EPTS, Oshawa. 3. Immediate effort be made to carry out loop installations in Anson V a/c located at A.O.S.'s. That additional receiver be installed in all a/c flown at A.O.S.'s for use of pilots only. This would increase safety factor considerably as present equipment is utilized almost entirely by aircrew under training. 4. That immediate steps be taken to introduce exercises whereby staff pilots at A.O.S.'s are

ACTION TAKEN: compelled to use Q.D.M.s while homing, in order to install confidence and develop proficiency in use of H/F D/F facilities.

Nil

CLASSIFICATION:

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

25. Petrol Shortage.