

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				
TYPE OF ENGINE		NAME		RANK	NO.	DUTY	INJURIES				SERIOUS			
CATEGORY		TYPE A/F & ENGINE		NO.	EXTENT OF DAMAGE	REPORT FORM	SERIAL NO.	DATE	HOURS FLOWN BY PILOTS					
		Anson		6016	Total	D.6		15-1-41	INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.
		Cheetah 13560/ 3411/13248, 13256			Total						DUAL	SOLO	DUAL	SOLO
		Signal No. & Date		Unit No. & Date		Com. No. & Date		Report		File		Date		
		405 6-1-41		A.1 6-1-41				O.C. #1ANS 1100-60-16		7-1-41				
NATURE OF ACCIDENT														

CAUSES OF ACCIDENTS

UNIT No.1 A.N.S. COM. 2 PLACE 1 1/2 miles East of DATE 6-1-41 TIME 1900
 Rivers, Man. Rivers, Man. H.Q. FILE 1100-60-16
 A/C TYPE Anson No. 6016 CRASH CAT. A SE ME DAY NIGHT X X

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
				FATAL	INJURY
McBrien, M.D.	F/O	C1043	P	Fatal	
Pink, B.J.	Sgt.	R4172A	OC	Fatal	5
Lewis, G.J.	Sgt.	R65885	OC	Fatal	
Ross, J.D.	Sgt.	R61458	OC	Fatal	
Gray, L.J.	LAC	R52560	OC	Fatal	
				CARD SERIAL NO.	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL NO.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.	
				DUAL	SOLO	DUAL	SOLO					
Anson	6016	Total	D.6		15-1-41			26	220	62	284	
Cheetah 13560/ 3411/13248, 13256		Total										

SIGNAL NO. & DATE: 405 6-1-41
 UNIT NO. & DATE: A.1 6-1-41
 COM. NO. & DATE: [Blank]
 REPORT: O.C. #1ANS 1100-60-16
 FILE: [Blank]
 DATE: 7-1-41

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT
 HAND O.
 INSTRS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.

DUTY ON WHICH ENGAGED: Navigation
exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The A/C was flying at 400 feet and was turning gently to the East, the A/C climbed rapidly and then fell off on the right wing and the nose dropped. The right wing tip hit first, almost vertically, and the A/C burst into flames.

THE PILOT BECAME CONFUSED ON ENTERING A LOW LYING FOG BANK AND WAS UNABLE TO RECOVER FROM THE DIVE CONSEQUENT UPON HIS HAVING CARRIED OUT WHAT WAS IN EFFECT, A STALL TURN TO THE RIGHT BEFORE HIS STARBOARD WING STRUCK THE GROUND AT GREAT SPEED.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

UNSERVICEABLE BLIND FLYING INSTRUMENTS
SUDDEN DETERIORATION OF WEATHER

COURT OF INQUIRY, INVESTIGATING OFFICER 7LOC/AOC/AID/WJT/CN
OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY - D.6

DATE: 15-1-41.

COMPOSITION:

PRESIDENT - W/C I.A. CRITCHLEY

S/L H.G.M. COLPITTS - MEMBER

MEMBER - FLT.LT. W.C. KENT

RECOMMENDATIONS: (A) DURING CONDITIONS OF WEATHER IN WHICH THE TEMPERATURE IS BELOW FREEZING POINT & IN WHICH THE ATMOSPHERE IS APPROACHING OR HAS REACHED DEW POINT, THE OFFICER I/C OF NIGHT FLYING SHOULD MAKE USE OF THE CLOUD HEIGHT INDICATOR BEFORE THE COMMENCEMENT OF NIGHT FLYING & AT FREQUENT INTERVALS AFTERWARDS IN ORDER TO ASCERTAIN THE HEIGHT OF THE BASE OF THE OVERCAST, IF ANY, AND TO DETECT THE PRESENCE OF ANY LOW LYING FOG OR CLOUD WHICH IS LIABLE TO FORM VERY RAPIDLY AND WHICH MAY BE DIFFICULT TO DETECT FROM GROUND OBSERVATION UNDER CONDITIONS OF WEATHER AS DESCRIBED ABOVE IN THE NEIGHBOURHOOD OF RIVERS. (B) PILOTS SHOULD BE WARNED TO BE READY TO REVERT TO INSTRUMENTS IMMEDIATELY AFTER TAKE-OFF IN THE EVENT OF ENCOUNTERING CONDITIONS OF POOR VISIBILITY AT LOW ALTITUDES. FURTHER-
~~ADDITIONAL~~ MORE, TRAINED PILOTS SHOULD KEEP THEMSELVES IN FULL PRACTICE IN THE ABOVE MANOEUVRE

(C) THE COURT FURTHER RECOMMENDS THAT ACTION SHOULD BE TAKEN TO MAKE AVAILABLE ISSUES OF NEW SETS OF SPERRY INSTRUMENTS IN ORDER THAT THE SPERRY INSTRUMENTS NOW IN SERVICE MAY BE RETURNED TO THE MAKERS FOR OVERHAUL. THE COURT DESIRES TO PLACE ON RECORD THAT IT FULLY ENDORSES THE EVIDENCE CONTAINED IN THE PROCEEDINGS WITH REGARD TO THE GROWING UNSERVICEABILITY, DUE TO FAIR WEAR AND TEAR OF SPERRY INSTRUMENTS NOW IN SERVICE IN THE MAJORITY OF ANSON AIRCRAFT AND THAT IT CONSIDERS IT A MATTER OF URGENT NECESSITY, ESPECIALLY IN VIEW OF THE IMPORTANCE OF INSTRUMENT FLYING TRAINING, TO HAVE SUCH INSTRUMENTS REPLACED AS SOON AS POSSIBLE.

RECORDED BY

DATE

CHECKED BY

DATE