

182	61	60	59	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	7
ACCIDENT CLASSIFICATION																																
UNIT #1 Refresher Sqn., Rockcliffe		COM. 3	PLACE 2½ miles east of Plantagenet, Ont.														DATE 2.7.43	TIME 1620	COMMAND													
A/C TYPE Anson II T/Moth		No. 7158-D 8971	CRASH CAT. A A		S.E. X		M.E. X		DAY X		NIGHT		H.Q. FILE 1700-7158		MONTH																	
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL		NO.		DATE		STAGE OF FLIGHT																		
Harker, Douglas			FO	J20153	P	Killed		A438		2.7		FORCED LANDING																				
Brownie, J.M.			WO2	R91773	PP	Killed		D 14 (REVISED)					TAXING																			
(T/Moth 8971 on strength #10 E.F.T.S.; separate card made up)															LANDING																	
Foulin, V.A.J.			8971	F/S R127953	FI	Killed 10 E.F.T.S.		NO.		CHECKED		TAKE-OFF																				
Shattock, R.F.			8971	Sgt. R225033	PP	Killed 10 E.F.T.S.							FLIGHT																			
ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS									STATVRY																		
					INST.		NIGHT		ON TYPE		TOTAL				FATAL																	
									SOLO		DUAL		INJ																			
									SOLO		DUAL			3RD																		
															INJURY																	
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	RAF	M

PURPOSE OF FLIGHT:

Routine cross country.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

Mid-air collision.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1033

That the circumstances of the accident were very briefly as follows: T/Moth 8971 was flying south and Anson 7158 was flying west both at a fair altitude. Apparently neither saw the other and the a/c collided. The T/Moth crashed immediately while the Anson flew on west and crashed about four miles away.

CAUSE: Failure on the part of both pilots to see the other aircraft.

CONCLUSIONS OF AIB: Agree with findings.

RECOMMENDATION: Some drastic means be employed to bring home to all pilots, but particularly instructors, with pupil under the hood, the constant danger of collision in the air.

CLASSIFICATION:

~~26. Collision in the air.~~

21. *collisions etc*

21

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

ACTION TAKEN: