

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1		
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	31	32		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT <b>6 AOS</b>		COM. <b>2</b>		PLACE <b>6 miles South 2 miles East Kinistino</b>										DATE <b>18-3-42</b>		TIME <b>2030</b>																	
A/C TYPE <b>Anson</b>		No. <b>9740</b>		CRASH CAT. <b>A</b>		SE		ME		DAY		NIGHT																					
H.Q. FILE <b>1700-9740</b>																																	
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
<b>Hyer G.K.</b>								<b>P.</b>		<b>Killed</b>																							
<b>Ness O.A.</b>				<b>F/O</b>		<b>G7174</b>		<b>Pass.</b>		<b>"</b>				<b>4</b>																			
<b>Lapp C.S.</b>				<b>LAC.</b>		<b>R122599</b>		<b>"</b>		<b>"</b>																							
<b>Hurst H.W.</b>				<b>LAC.</b>		<b>R127999</b>		<b>"</b>		<b>"</b>																							
<i>No record</i>																																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
<b>Anson 9740</b>		<b>Port</b>		<b>Totally</b>								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
<b>Cheetah</b>		<b>1X AS30145</b>		<b>A175664</b>		<b>Totally</b>						<b>28</b>		<b>123</b>		<b>51 586</b>		<b>71 814</b>															
<b>"</b>		<b>Stbd.</b>		<b>AS30146</b>		<b>A175665</b>		<b>Totally</b>																									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE		DATE															
<b>D-5 18-3-42</b>																																	
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES  
 FLIGHT STAGE  
 PRIMARY  
 UND/TD  
 OTHER  
 ALG SURF.  
 DRKNS.  
 WEATHER  
 INSTS.  
 HAND O.  
 PRIMARY  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
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 STATIONARY  
 FATAL  
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DUTY ON WHICH ENGAGED:

Night Navigation flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 20-3-42

COMPOSITION:

F.L. E.W.C. Sharpe C2797 #2 T.C., RCAF, Winnipeg, Man.

RECOMMENDATIONS:

- (a) Civilian Air Observer pilots be required to do a minimum of two hours instrument flying under the hood per month.
- (b) Definite instructions to Civilian Air Observer pilots as to minimum ceiling limit for night flying exercises."

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

Conclusions of A.I.B.

Indicate poor judgment of pilot - See file 1700-9740

Anson 9740 was one of 8 a/c on a duly authorized routine night navigation flight. Light snow and poor visibility was encountered near Kinistino. Seven a/c turned back before reaching first turning point. It is not known whether 9740 turned back before its E.T.A. at Melfort.

~~Error in judgment on part of the pilot, Mr. Hyer, in flying into bad weather which he could have avoided as did other aircraft in the exercise.~~

*19. Out of Control*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Inability to maintain equilibrium on instruments in the face of adverse weather conditions.~~

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_