

No. 39

Parsons Airways Limited, Norseman IV, CF-BZM and Ontario Central Airlines Limited, Norseman VI, CF-IRH collided in mid-air during an approach to land at Kenora, Ontario on 25 July 1958.
Report released by the Department of Transport, Canada.
Serial No. 58/118-8, B-26-13.

Circumstances

At 1005 hours, Norseman IV, CF-BZM, took off from Malachi, Ontario, bound for Kenora on a non-scheduled flight with a pilot and 3 passengers on board. At about 1020 hours the aircraft arrived over Keewatin, approximately 2 miles west of Kenora, at an altitude of 1 500 ft, heading downwind, and started a routine left-hand circuit, descending on the downwind leg to 1 000 ft. The aircraft turned at 800 ft into the wind which was WNW and descended at a rate of 500 to 700 ft per minute. At about 20 ft above the water, the pilot saw a red and yellow flash on his right wing tip and then heard a loud noise. The aircraft went out of control, rolled to the left then right, and crashed into the lake in a slightly nose-down attitude, swung 200 degrees and came to a stop in a southerly direction about 60 ft from the other aircraft.

On the same day, Norseman VI, CF-IRH, took off from Bell Lake, Ontario, on a non-scheduled flight with the pilot and 7 passengers on board. At about 1020 hours, the aircraft arrived in the vicinity of Kenora and turned onto the final leg of the approach to land, about 1-1/2 miles from the selected landing area. A straight power-on approach for approximately one mile was made and when about 20 ft above the water, the pilot looked out of the left window, saw the streamlined portion of a wing tip of another aircraft and heard the noise of the impact. The aircraft went out of control, struck the water, bounced about 25 ft, dived into the water and turned over.

CF-BZM was destroyed, while CF-IRH was damaged substantially. No fatalities occurred, but one of the passengers on CF-IRH was seriously injured.

Investigation and Evidence

The Certificates of Airworthiness for both aircraft were valid at the time of the collision. No evidence was found to indicate malfunctioning of the engines, airframes or controls of either aircraft prior to the accident.

The pilot of CF-BZM held a valid Commercial Pilot Licence and had accumulated a total of about 7 865 hours of flying experience of which about 4 500 hours had been acquired on this type of aircraft.

The pilot of CF-IRH held a valid Commercial Pilot Licence and had accumulated a total of about 3 200 hours of flying experience of which about 1 500 hours had been acquired on this type of aircraft. About 15 hours had been flown during the 90 days prior to the accident.

Probable Cause

Both pilots failed to maintain an adequate look-out during the initial and final stages of the approach for landing. The two aircraft were flown on converging courses and a collision ensued at a height of approximately 20 ft above the surface of the water.