

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	19	
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	33	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT 12 S.F.W.S.		COM. 2		PLACE 1 mile S. of Chater M.A.										DATE 8-7-42		TIME 2315																	
A/C TYPE Crane		No. 7780		CRASH CAT. A		SE		ME X		DAY		NIGHT X																					
NAME Gibson G.W.				RANK LAC.		No. R116197		DUTY P.P.		INJURIES Killed.				SERIOUS																			
										FATAL 1		INJURY																					
												CARD SERIAL NO.																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Crane		7780		Total								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
Jacobs		21235 P		■														DUAL		SOLO													
		21132 S		■																													
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																							
037-78		8-7-42																															
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES
 FLIGHT STAGE OF
 LANDING
 TAKE-OFF
 FLIGHT
 STAT BY
 FATAL
 INJ.
 3RD.
 INJ.
 5th

HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT BY
 FATAL
 INJ.
 3RD.
 INJ.
 5th

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

UNDTD
 PRIMARY

DUTY ON WHICH ENGAGED:

Solo night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C appeared to loose height on circuit and strike ground in steep spiral. Heavy rain and thunder storm came up suddently. A/C was in the air when storm broke.

DATE: 10-7-42.

COMPOSITION:

100/100/PST/N/W I /K4/WM

F/L Sharpe E.W.C. (C2797) No. 2 T.C. RCAF Winnipeg, Man.

RECOMMENDATIONS:

Closer liaison between the officer in charge of night flying and the Meteorological Section; extreme care to be exercised when sudden storm conditions are expected to arise.

PRIMARY CAUSE:

~~A sudden storm causing the visibility to deteriorate to some extent and the air to become violently turbulent, making instrument flying extremely difficult, and the pilot lose control, resulting in a spiral crash.~~

19. Out of Control

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

While agreeing with the findings it is considered that this pupil with his limited experience should not have been sent solo in the face of the approaching storm. It is considered that the meteorological officer and the officer in charge of night flying gambled somewhat recklessly on the weather.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck ground in a steep spiral.~~

RECORDED BY

DATE

CHECKED BY

DATE