

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																														
JU.		TECH.		DISOB.		INEXNCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS.		LAND. BEAR.		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UNDTD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB IN SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UNDTD		PRIMARY	
TYPE OF ACC		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																													
CAUSES OF ACCIDENTS																																																													
UNIT 4 S.F.T.S.				COM.		PLACE				DATE 31-7-42				FILE 1330																																															
Saskatoon				2		1 1/2 miles E. Warman, Sask.				H.Q. FILE 1300-7719																																																			
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																	
Crane 1		7719		A				x		x																																																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																															
Currie A.A.				P/O		J10804		FI		Killed.				FATAL																																															
Seeds E.A.				LAC.		R128925		pp		Killed.				INJURY																																															
Gray, Gordon.				LAC.		1361191		pp		Killed.				3																																															
														CARD SERIAL NO.																																															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																	
Crane 1		7719		Total								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																																							
Jacobs		890		Total								40		19		62		141		202																																									
Jacobs		889		Total								10		3		13		4		17																																									
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																											
D-138		31-7-42																																																											
NATURE OF ACCIDENT																																																													
CATEGORY		TYPE OF ENGINE		TYPE OF ACC		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		HAND Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UNDTD		PRIMARY		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INJ.		3RD.		RAF		N.																			

DUTY ON WHICH ENGAGED:

Instrument flying, dual.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 1-8-42.

A/C dived almost vertically into the ground and burned.

COMPOSITION:

Squadron Leader Chesson, A.T. No. 6 E.F.T.S., R.C.A.F
Prince Albert, Saskatchewan.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Pilot's error when changing over from single engine flying to dual engine flying without making the necessary correction in his tabs.~~

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

THIS ACCIDENT WAS UNDOUBTEDLY CAUSED THROUGH PILOT ERROR WHEN CHANGING OVER FROM SINGLE ENGINE FLYING TO DUAL ENGINE FLYING WITHOUT MAKING THE NECESSARY CORRECTION IN HIS TABS.

RECOMMENDATIONS OF A.I.B.

THIS IS ONE OF SEVERAL ACCIDENTS THAT HAVE OCCURRED WHILST INSTRUMENT FLYING AND THE MAXIMUM HEIGHT OF ANY ACCIDENT TO DATE HAS BEEN 2000 FEET. IT IS SUGGESTED THAT A MINIMUM HEIGHT OF 4000 FEET WOULD HAVE ENABLED THE PILOT TO RECOVER FROM HIS UNUSUAL POSITION.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft dived vertically into the ground.

29. Fire - In brad **39**