

DUTY ON WHICH ENGAGED:

Night circuits.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INK

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C did not return to school.

Later found crashed.

DATE: 1-10-42.

COMPOSITION:

S/L Scott, E.G. No. 38 S.F.T.S. Estevan, Sask.

RECOMMENDATIONS: That under no circumstances are pupil pilots allowed to fly for more than two hours in one night and if possible avoid being put on for two night running. The caging apparatus for the artificial horizon is removed.

A.C.C. does not consider any change in existing regulations necessary re limitations of flying hours by pupils at night.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

This accident was probably due to inability to maintain equilibrium while flying on instruments through fatigue.

PRIMARY CAUSE:

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Not known

~~Obscure. But there is a possibility that the pilot fell asleep while in the air then suddenly waking and finding himself in a dive and going over to his instruments to correct that dive, the artificial horizon being caged he was unable to use this instrument and hit the ground at high speed.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C took off 0035, failed to return, A/C found later crashed.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____