

JU 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31	TECH. DISOB. NEG-NCE INEXP-NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE. OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND TD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND TD PRIMARY	5 4 3 2 1	A/C PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE	CAUSES OF ACCIDENTS	19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND TD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. INJURY 3RD. INJ.	MISCELLANEOUS STAGE OF FLIGHT						
UNIT 15 S.F.T.S. Claresholm. Alta.		COM. # 4	PLACE 1 mile south, 7 miles east of aerodrome	DATE 26-1-48 TIME 2010	H.Q. FILE 1700-8739								
A/C TYPE Crane I	No. 8739	CRASH CAT. A	SE	ME x	DAY	NIGHT x							
NAME	RANK	No.	DUTY	INJURIES		SERIOUS							
Meyers, P.D.	P/O	J14002	P.	Slightly	FATAL	INJURY							
Goodman, R.J.	S/O	V30156	Pass.	Killed.	1	1							
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Crane	8739	Total					INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.		
Jacobs	21957/21510	Serious					DUAL	SOLO	DUAL	SOLO			
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE					
A 3		27-1											
NATURE OF ACCIDENT													
19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	D C B A	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											

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

**Cross country flight from Lethbridge to Claresholm.**

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27 Jan./43

COURT OF INQUIRY

**Aircraft crashed in field 8 miles from home aerodrome.**

COMPOSITION:

S.L. C.D.Gordon, #7 SFTS

F.L. A.L.Hutchinson, #15 SFTS

E.O. D.S.Pelton, #15 SFTS ✓

*IOC/AOC/PSF/N/E/AWI*

RECOMMENDATIONS:

The necessity of constant instrument flying practice be more strongly stressed.

PRIMARY CAUSE:

~~59. Obscure.~~

~~Inability of pilot to maintain or recover equilibrium by instruments.~~

ACTION TAKEN:

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

*19. Out of Control*

CONCLUSIONS OF A.I.B. (#753)

A/c with instructor & Section Officer crashed at night, pilot was unable to maintain equilibrium on instruments when icing conditions were encountered.  
For complete details see Summary.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE