

| | | | | | | | | | | | | | | |
|---------------------|--|-----------------|------------------|---------------------|------------|------------------|-----------------------|-----------|---------|-----------------|-------|---------------|-------------|---------|
| PILOT | | | OTHERS | | | AIRFRAME FAILURE | | | | ENGINE FAILURE | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | HAND Q. | | |
| UNIT | | COM. | | PLACE | | | | DATE | | TIME | | MISCELLANEOUS | | |
| No. 33 E.F.T.S. | | # 4 | | 2 mi. north east of | | | | 16-5-43 | | 0700 | | INSTS. | | |
| Caron, Sask. | | | | Grayburne. | | | | H.Q. FILE | | 1300-FH883 | | WEATHER | | |
| A/C TYPE | | | No. | | CRASH CAT. | | SE | ME | DAY | NIGHT | | DRKNS. | | |
| Cornell 1 | | | FH883 | | B | | x | | x | | | AL'G SURF. | | |
| NAME | | | RANK | No. | DUTY | INJURIES | | | SERIOUS | | | OTHER | | |
| Berry, D.E. | | | SGT | 1316238 | FI | Slight | | | FATAL | INJURY | | UNDT'D | | |
| Smith, D.H. | | | LAC | 1607188 | PP | Nil | | | | 1 | | PRIMARY | | |
| | | | | | | | | | | | | TAYING | | |
| | | | | | | | | | | CARD SERIAL NO. | | LANDING | | |
| | | | | | | | | | | | | TAKE-OFF | | |
| TYPE A/F & ENGINE | | No. | EXTENT OF DAMAGE | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | FLIGHT | |
| | | | | | | | INST. | NIGHT | ON TYPE | | TOTAL | | LAST 6 MOS. | STRATRY |
| | | | | | | | | | DUAL | SOLO | DUAL | SOLO | | FATAL |
| Cornell | | FH883 | Seriously | | | | 43 | 68 | 132 | 426 | | | | INJ. |
| Ranger | | 27979/6038 | Seriously | | | | | | | | | | | 980. |
| SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | | | |
| A165 16-5-43 | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | |

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DUTY ON WHICH ENGAGED:

Demonstration of precautionary landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C stalled and struck ground during precautionary landing demonstration.

Findings

Instructor lost control of a/c when flaps blew partly up during precautionary landing practice; a/c struck ground & was severely damaged.

PRIMARY CAUSE:

~~17. Disobedience of standing orders.~~

Findings

Error of judgment. In selecting flaps down instead of opening throttle fully, immediately.

HEAVY

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~40. Heavy landing - flying into ground.~~
~~22. Stalling.~~

DISOBEDIENCE OF ORDERS

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

#959

DATE:

D-14 #9

COMPOSITION:

CONCLUSIONS OF A.I.B. (959)

Agree with findings. See summary for details & remarks.

1100/AOC/POM/PCPFW

RECOMMENDATIONS:

Stricter attention to Instructors Orders and to principals of flying.

Units advised that improper adjustment of cable inter-connecting flap release buttons on flap levers can cause improper seating of flap locking ratchet. Proper engagement of ratchet will prevent flaps "blowing up".

ACTION TAKEN:

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

Log book endorsed.

Instructor charged with disobedience of Instructors Orders and case referred to A.O.C. with recommendation to reduce to the Ranks on the grounds of inefficiency in both trade and disciplinary.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____