

32	JU.	31	TECH.	30	DISOB.	29	NEG/NC	28	INEXP/NC	27	MISCEL.	26	INSTRUCT.	25	FLY CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE. OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A	4	ENG. CONTS	3	MISCEL.	2	UND/TD	1	PRIMARY
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	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													
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																															
TYPE OF ENGINE		NAME		RANK		No.		DUTY		INJURIES				SERIOUS																																																	
CATEGORY		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																	
NATURE OF ACCIDENT		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT																																																	
CAUSES OF ACCIDENTS		UNIT No. 33 E.F.T.S. Caron, Sask.		COM. # 4		PLACE 1 mi. south Grayburn, Sask.		DATE 18-5-43		TIME 1655		H.Q. FILE 1700-10626																																																			
A/C TYPE		Cornell II		No. 10626		CRASH CAT. A		SE x ME		DAY x NIGHT		MISCELLANEOUS CAUSES																																																			
MISC. CAUSES		UND/TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A		ENG. CONTS		MISCEL.		UND/TD		PRIMARY		HAND O.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UND/TD		PRIMARY		TAXIING		LANDING		TAKE-OFF		FLIGHT		STAT RV		FATAL		INJ.		3RD.		RAF		K.			
FATAL		2										CARD SERIAL No. X																																																			
FATAL		FATAL		INJURY		FATAL		INJURY		FATAL		INJURY		LAST 6 MOS.																																																	
DUAL		SOLO		DUAL		SOLO		DUAL		SOLO		LAST 6 MOS.																																																			
INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		LAST 6 MOS.																																																					
5		10		133		163		LAST 6 MOS.																																																							
2		-		20		10		LAST 6 MOS.																																																							
Total		Total		Total		Total		LAST 6 MOS.																																																							
Total		Total		Total		Total		LAST 6 MOS.																																																							

DUTY ON WHICH ENGAGED:

Routine instructional flight

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

D.14 #15

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C observed flying low and gradually losing height, the A/C was flying South. It turned North and suddenly dropped nose first into the ground.

COURT OF INQUIRY

DATE: 19-5-43.

COMPOSITION:

S/L Barnes, P.E. #32 S.F.T.S.
F/L Maclean, A. #33 E.F.T.S.
F/O Jarratt, W.D. #33 E.F.T.S.

1200/100/135/16/N

RECOMMENDATIONS:

NIL.

PRIMARY CAUSE:

~~18. Loss of control~~

19. OUT. OF CONTROL

19

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS. WHILE THE EVIDENCE OF THE ONLY EYE WITNESS WAS AVAILABLE, THE EVIDENCE OF THAT WITNESS AND THE PROXIMITY OF THE CRASH TO THE AUTHORIZED FORCED LANDING FIELD INDICATES THAT THE A/C MAY HAVE BEEN MAKING A FORCED LANDING APPROACH, AND STALLED WHEN TURNING AT A LOW ALTITUDE. UNFORTUNATELY THE F.17 WAS NOT COMPLETELY FILLED OUT AND THERE IS NO INDICATION IN THE F.17 OR IN ANY OF THE EVIDENCE AS TO THE OBJECT OF THE FLIGHT, OTHER THAN THE FACT THAT SGT. SHEARER WAS CONTINUING HIS INSTRUCTION OF LAC. SIMPSON. THE INSTRUCTOR HAD JUST COMPLETED A COURSE AT NO. 3 F.I.S. AND WAS ASSESSED "C (ELEM.) AVERAGE. AVERAGE INSTRUCTIONAL ABILITY. HARD WORKING AND SHOULD DEVELOP WELL". HE HAD ONLY 29 HOURS EXPERIENCE AS INSTRUCTOR SPREAD OVER 14 DAYS. THE ACCIDENT MUST THEREFORE BE ATTRIBUTED TO INEXPERIENCE.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~22. Stalling.~~

25. Inexperience