

32	JU.	31	TECH.	30	DISOB.	29	NEG-NCE	28	INEXP-NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURES.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLDAYS	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	HAND.	18	INSTS.	17	WEATHER	16	DRKNS.	15	AL'G. SURF.	14	OTHER	13	UND/TD	12	PRIMARY	11	TAXIING	10	LANDING	9	TAKE-OFF	8	FLIGHT	7	STATR	6	FATAL	5	INJ.	4	3RD.	3	RAF	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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																																																					
CAUSES OF ACCIDENTS																				DATE 6.5.43		TIME 2310																																																																																																													
UNIT #3 SFTS		COM. #4 TC		PLACE 2 1/2 miles due west of		H.Q. FILE 1700-8166																																																																																																																													
A/C TYPE Crane I		No. 8166		CRASH CAT. A		SE ME DAY NIGHT																																																																																																																													
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NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																																																																																																					
R175898 MacKenzie, C.L.				LAC		R175898		PP		Killed				FATAL INJURY																																																																																																																					
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																							
Crane I		#8166		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																																	
												27 10		44 36		84 77																																																																																																																			
Jacobs		14MB P.21848 & S.21616		Total																																																																																																																															
SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																																																																									
A.41		7.5.43																																																																																																																																	
NATURE OF ACCIDENT																																																																																																																																			

MISCELLANEOUS CAUSES  
 STAGE OF FLIGHT

UN/TD  
 HAND.  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'G. SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATR  
 FATAL  
 INJ.  
 3RD.  
 5th

DUTY ON WHICH ENGAGED:

Routine solo training.  
Sequences 7 and 8

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14 #4

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

A/C struck ground in shallow dive, bounced approximately 150 yds. and burned. Turned right during left hand circuit, crashed and exploded on impact.

*1/20 G / PSE / N / I / PM / CN*

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~21. Inability to maintain equilibrium.~~

~~See Summary No. 927 for full details of flight.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. - A/C FLOWN BY PUPIL ON SECOND NIGHTS MOLO, TURNED TO THE RIGHT SHORTLY AFTER TAKEOFF, STRUCK THE GROUND, CAUGHT FIRE AND EXPLODED.

EVIDENCE IS CONFLICTING WHETHER FIRE OCCURRED IN THE AIR OR NOT. EVIDENCE DOES NOT DISCLOSE CAUSE FOR TURN TO THE RIGHT WHEN A LEFT HAND CIRCUIT WAS BEING USED, BUT IS CONSIDERED THAT THE PUPIL THROUGH FATIGUE WAS UNABLE TO MAINTAIN EQUILIBRIUM ON INSTRUMENTS. HE HAD BEEN FLYING ALMOST CONTINUOUSLY SINCE 1930 HRS. WHICH INCLUDED 1:10 HRS.

DUAL INSTRUMENT - 15 MINS. CHECK  
1:20 HRS. SOLO.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

OUT OF CONTROL

14

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

FIRE - IN CRASH

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