

ACCIDENT CLASSIFICATION

UNIT 34 S.F.T.S. Medicine Hat	COM. 4	PLACE R.l, Holson	DATE 12.6.43	TIME 1640
A/C TYPE Harvard II		NO. 2533	H.Q. FILE 1700-2533	
		CRASH CAT. A	S.E. X	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Julius Sabik	LAC	787296	P p	Killed	NO. A.953	DATE 12.6
					D 14 (REVISED)	
					NO. 15	CHECKED <input checked="" type="checkbox"/>
					#54	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
Wasp S3H1	9295/113	Seriously	-	-	8	16	48	58

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

4
2
1
7
4
2
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3RD
INJ
INJURY
FATAL
STATRY
FLIGHT
TAKE-OFF
LANDING
TAXIING
FORCED LANDING

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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PURPOSE OF FLIGHT:

Solo exercises.

TECHNICAL OFFICER'S REPORT:

201, 200 / 15 F/A/N/100 ✓

NATURE OF ACCIDENT:

While making an approach to land, a/c stalled and spun into the ground from a low altitude.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1018

There is not evidence of engine or structural failure. No cause of the pilot's attention being diverted on the approach. Whilst there is no proof that the pilot misused the a/c controls when near the ground which would cause the accident, the evidence does warrant the following inference. In attempting to land the pilot misjudged his turn into wind, and did not align his a/c with the runway. *IN ATTEMPTING TO BANK STEEPLY NEAR THE GROUND PILOT STALLED A/C.*

CLASSIFICATION:

14. Misuse of controls.

SECONDARY OR CONTRIBUTORY FACTORS:

35. Cross winds and gusts.

32. Pilot error.

ACTION TAKEN: