

ACCIDENT CLASSIFICATION												
UNIT No. 38 S.P.T.S. Estevan, Sask.		COM. # 2	PLACE 9 mi. W. of H.A.			DATE 29-7-47	TIME 1615		H.Q. FILE 1700-8532			COMMAND
A/C TYPE Anson II			NO. 8532	CRASH CAT. A		S.E. X	M.E. X	DAY X	NIGHT		MONTH	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL		STAGE OF FLIGHT				
Bancroft, J.W.		GB F/O	124681	FI	Killed	NO.	DATE	FORCED LANDING				
Lucas, E.		GB F/S	564274	OC	Killed	A69	29-7	TAXIING				
Sayers, P.R.		GB LAC	1384788	OC	Killed	D 14 (REVISED)		LANDING				
Riley, N.K.		GB LAC	1031595	OC	Killed	NO.	CHECKED	TAKE-OFF				
Cox, B.		GB LAC	1026137	OC	Killed	4	X	FLIGHT				
						#56		STATRY				
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT				
Jacobs II		2880/16701 Total		INST.	NIGHT	ON TYPE		TOTAL		INJURY		
		3261/17082 Total				SOLO	DUAL	SOLO	DUAL	3RD		
				61	91	710	65	309	710	M N		
								429				
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PURPOSE OF FLIGHT:

Air test after major inspection.

NATURE OF ACCIDENT:

532 approached 8592 from stbd beam.
8592 took avoiding action to port
and completed 360° turn. 532 was
then noticed on port beam at about
300 ft. diving at an angle of 70°
and was observed to crash.

CLASSIFICATION

~~19. Out of Control~~

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~~16. Unauthorized low flying or
aerobatics.~~

SECONDARY OR CONTRIBUTORY FACTORS:

~~22. Stalling~~

~~18. Loss of control~~

~~42. Unauthorized Low Flying~~

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R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

No technical defect.

10. 1702/2001

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2016

Pilot, when indulging in deliberate unauthorized low flying and when performing at low altitude an unauthorized manoeuvre on another A/C, stalled his A/C thus losing control of it which he failed to recover in time to prevent it from striking ground.

RECOMMENDATIONS

Considered that existing regulations, if observed, are sufficient to prevent accidents of this sort. Recommended, however, that pilots should be forbidden to take mechanics on flight tests or other flights unless prior authority in writing has been granted by the O.C. of the airman concerned.

CONCLUSIONS OF A.I.B.

Agree with findings. Consider AFRO 1663 dated 1942,
ACTION TAKEN: sufficient to cover authorization of all such passengers.