

102 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 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	UNIT No. 34 E.F.T.S. Assiniboia, Sask.	COM. 4	PLACE 1 1/2 mi. S. of M.A.	DATE 13-7-43	TIME 1730	H.Q. FILE 1300-FH931-1	S.E. X	M.E.	DAY X	NIGHT	COMMAND	7 4 2 1 7 4 2 1	
														A/C TYPE Cornell I
TYPE OF UNIT	PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	NO.	DATE	D 14 (REVISED)	NO.	CHECKED	MONTH	STAGE OF FLIGHT	FORCED LANDING 1 TAXYING 2 LANDING 1 TAKE-OFF 1 FLIGHT 1 STATORY 1 FATAL 1 INJ 3RD INJURY 1 RAF 1 M
CATEGORY	ENGINE	ENGINE NUMBER (S)	INST.	NIGHT	ON TYPE	TOTAL	SOLO	DUAL	SOLO	DUAL	HOURS FLOWN BY PILOTS	MONTH	STAGE OF FLIGHT	FORCED LANDING 1 TAXYING 2 LANDING 1 TAKE-OFF 1 FLIGHT 1 STATORY 1 FATAL 1 INJ 3RD INJURY 1 RAF 1 M

ACCIDENT CLASSIFICATION

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Dual Instruction
Seq. 3,4,5,6,10a,b,c and 16

NATURE OF ACCIDENT:

Engine appears to have stopped while going across wind on the circuit. The A/C commenced a turn into wind, went out of control and spiralled into the ground.

CLASSIFICATION:

18. Loss of control

19. Out of control

19

SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot error.

26. Engine trouble

26

in height of schools in this Command and schools where they first learned to fly

TECHNICAL OFFICER'S REPORT:

Nil

~~Nil~~ 120/P -/PWR

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1080

Pilot, probably flustered by engine failure, lost control in a poorly executed steep gliding turn, and went into a spiral dive, from which he was unable to effect recovery in the available height.

CONCLUSIONS OF A.I.B.

A/C in the circuit, with instructor and pupil, went out of control and crashed. The reason for loss of control is obscure, but probably the pilot allowed the aircraft to stall on the turn and at a height insufficient to regain control before striking the ground.

An instructor with 92 hours experience on the type should not have lost control in such a manoeuvre.

ACTION TAKEN:

Letter of warning sent to instructors at 34 EFTS re: (a) great difference in stalling speeds and character of Cornell and Tiger Moth. (b) difference in height of schools in this Command and schools where they first learned to fly Cornell accentuate (a)C. C. LTD. 7084.43