

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

ACCIDENT CLASSIFICATION

UNIT No. 41 S.F.T.S. Weyburn, Sask.		COM. # 2	PLACE R1 Halbrite		DATE 4-8-43	TIME 0200	
A/C TYPE Harvard II		NO. FE635		CRASH CAT. A	S.E. X	M.E.	DAY NIGHT X
H.Q. FILE 1300-FE635-1							

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Dobson, E.A.	LAC	R151221	PP	Killed	No. A140	DATE 5-8
					D 14 (REVISED)	
					No. 3	CHECKED <input checked="" type="checkbox"/>
					12	

MONTH

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp	20417/42/15054 Total	32	16	71	70	99	109
						208	

STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Circuits and landings - night

Nil

00C/MOC/PSR/O/E ✓

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Engine had been idling at normal speed on take-off. It then made normal take off neither climbing too steeply or too slowly until it was at an altitude of 300', when it seemed to level off and began to turn to the right continuing to turn quite steeply until it was turned almost back to the aerodrome and descending at an angle of about 300' from the horizontal. It then disappeared. A/C crashed ^{from} 1/2 mile S.E. of aerodrome.

FINDINGS:

SUMMARY No. 2017

Obscure but probably pilot failed to get onto instruments properly on take off, though lean mixture or insufficient suction for gyro instrument cannot be ruled out.

CONCLUSIONS OF A.I.B.

Inability of pupil pilot to maintain equilibrium on solo take off at night

CLASSIFICATION:

Recommendations

21. ~~Inability to maintain equilibrium.~~

Immediate completion of Tech. Equip. Order.
Constant reiteration to U.T. pilots to get on to instruments immediately they start takeoff.

19. *Set of Control*

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SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: