

ACCIDENT CLASSIFICATION

UNIT No. 32 B.F.T.S. Bowden, Alta.	COM. # 4	PLACE 4 mi. W. 2 mi. S. of Bowden.	DATE 27-8-43	TIME 1600
A/C TYPE Cornell II		No. 10740	CRASH CAT. A	H.O. FILE 1700-10740
		S.E. X	M.E.	DAY X NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Mount, R.	F/L	85931	PI	Killed	No. A159	DATE 27-8
Ellis, C.W.C.	LAC	1608111	PP	Killed	D14 (REVISED)	
					No. 4	CHECKED <input checked="" type="checkbox"/>
					#54	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		DAY	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
Ranger 6-4400-5	27570/6363	Totally	20	19	129	1	1178	84
			8	3	27	32	27	45

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKEOFF
- FLIGHT
- STATIONARY
- FATAL
- INJURY
- 3RD
- 5

RAF

M 2

PURPOSE OF FLIGHT:

Final test.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

While carrying out steep turns in low flying a/c hit ground. A/C allowed to stall at low altitude, side-slipped and struck ground with stbd. wing and wheel. A/C then bounced to left into trees.

1 LOC / 11/11/51 / 11/11/51

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2044

Loss of control resulting in stall at low altitude, A/C hitting ground with terrific force.

Recommendation

Metal brace be installed behind seats in Cornells to prevent Sutton harness moving forward. Considered that F/L Mount's life might have been saved if his harness hadn't moved forward.

CLASSIFICATION:

~~21. Inability to maintain equilibrium~~

19. Out of control

19

CONCLUSIONS OF A.I.B.

Agree.

SECONDARY OR CONTRIBUTORY FACTORS:

~~22. Stalling~~

~~32. Pilot error:~~

ACTION TAKEN:

Nil