

ACCIDENT CLASSIFICATION										
UNIT 5 B.G.S.		COM 2	PLACE 18 mi. S.E. of Jansen, Sask			DATE 14-10-43	TIME 0900			COMMAND 4 3 2 1
A/C TYPE HARVARD IIB		NO. FE324	CRASH CAT. "A"		S.E. x	M.E.	DAY x	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL			MONTH 4 3 2 1
Carling, H.		F/O	J11007	P	Slightly Inj.		NO.	DATE		
Jamison, J.M.		S/L	C1907	Pass	Slightly Inj.		A.66		14-10	
							D 14 (REVISED)			STAGE OF FLIGHT FORCED LANDING 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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62
							NO. 43	CHECKED <input checked="" type="checkbox"/>		
							#60			
ENGINE		ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT		
Wasp R1340-AN-1		41-12929/14484		Seriously				FLIGHT		
				DAY	NIGHT	ON TYPE		TOTAL		
				42	17	SOLO	DUAL	SOLO	DUAL	
						71	63	393	112	
ACCIDENT CLASSIFICATION										FATAL INJURY 3rd 2nd 1st NO INJURY 5 4 3 2 1 0

PURPOSE OF FLIGHT:

Transportation from Davidson, Sask.

TECHNICAL OFFICER'S REPORT:

Nil

100/P/ROC/DEF/N/W ✓

NATURE OF ACCIDENT:

Pilot encountered heavy cloud at 1,200 ft., was unable to maintain equilibrium on instruments and resulted in a spiral dive. Pilot and Passenger parachuted out of a/c at 800 ft. A/C crashed in open field.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2155

CAUSE

Inability to maintain equilibrium on instruments while cloud flying.

CONCLUSIONS OF A.I.B.

Agree. Pilot opened coupe top and commenced to turn by visual aids. He then encountered thick clouds and attempted to change over to instruments Aircraft went into spiral dive. Gyros of instruments probably toppled under such conditions and he had no chance of regaining control.

CLASSIFICATION:

21. Inability to maintain equilibrium.

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SECONDARY OR CONTRIBUTORY FACTORS:

19. Bad weather.

ACTION TAKEN:

F/O Carling has been grounded by Visiting Flight. Complete reorganization of Training Flight at this Unit is in hand.