

62 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 4 S.F.T.S. Saskatoon		COM. 2	PLACE 7 miles N & 4 miles W of M.A.			DATE 9-10-43	TIME 1140
A/C TYPE CRANE IA		No. FJ222	CRASH CAT. "A"	S.E.	M.E.	DAY x	NIGHT x
PERSONNEL Noel. J.G.		RANK LAC	NUMBER E189143	DUTY PP	INJURIES Uninj.		SIGNAL No. DATE D.118 9-10
							D 14 (REVISED) No. CHECKED 1
							#4
ENGINE Jacobs L4MB	ENGINE NUMBER (S) 23945/11484		HOURS FLOWN BY PILOTS		ON TYPE		TOTAL
	/11201 Seriously		DAY	NIGHT	SOLO	DUAL	SOLO DUAL
	"		33	23	40	73	86 114

COMMAND
MONTH
STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAIR
FATAL
INJ.
3rd
INJURY
S
M 2

ACCIDENT CLASSIFICATION

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

PURPOSE OF FLIGHT:

Solo practice seq. 6,7,8,15,17. 21A

NATURE OF ACCIDENT:

While performing a turn to left aileron control jammed and no recovery could be made upon insistent attempts. Angle of bank continued to increase. A/C developed spiral dive from which no recovery could be made. A/C was then abandoned. Student landed safely. A/C struck ground and burned.

CLASSIFICATION:

~~57. Miscellaneous~~

Not Known.

23.

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

~~33. Technical defect.~~

TECHNICAL OFFICER'S REPORT: - Possibility of foreign articles falling through opening between windscreen and instrument panel investigated but not considered necessary to install a flap to cover space in Crane IA.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

NOTE

Pilot stated that when the aileron controls came to a dead stop at approx. the neutral position, he was unable to move the control column further to the right even by additional pressure. With the ailerons of a Crane a/c locked and the dual column held firmly in the neutral position the pilot was told to operate the pilot's control column and was surprised at the amount of movement obtained in the control with the application of very little pressure.

SUMMARY NO.

CONCLUSION OF A.I.B.

Obscure. It is considered impossible that the aileron controls became unserviceable in the manner described by pilot.

Agree that cause remains obscure. It appears that ACTION TAKEN: the a/c made contact with the ground

Nil at a very shallow angle.