

ACCIDENT CLASSIFICATION

UNIT 17 S.F.T.S. Souris	COM. 2	PLACE 2 miles NW of M.A.	DATE 20-12-48	TIME 2115
A/C TYPE ANSON II		No. 8436	CRASH CAT. "A"	H.Q. FILE 1100-84-36
		S.E.	M.E.	DAY
			x	
				NIGHT x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Clay, J.D.	F/L	J8937	P	Slightly Inj.	No. A.116	DATE 21-12
					D 14 (REVISED)	
					No.	CHECKED
					48	

ENGINE	ENGINE NUMBER (S)	INST.	NIGHT	HOURS FLOWN BY PILOTS				
				ON TYPE		TOTAL		
Jacobs L-6MB	16811/2991	Seriously	42	158	SOLO	DUAL	SOLO	DUAL
	17228/3407				"	309	27	1456

ACCIDENT CLASSIFICATION

COMMAND

MONTH

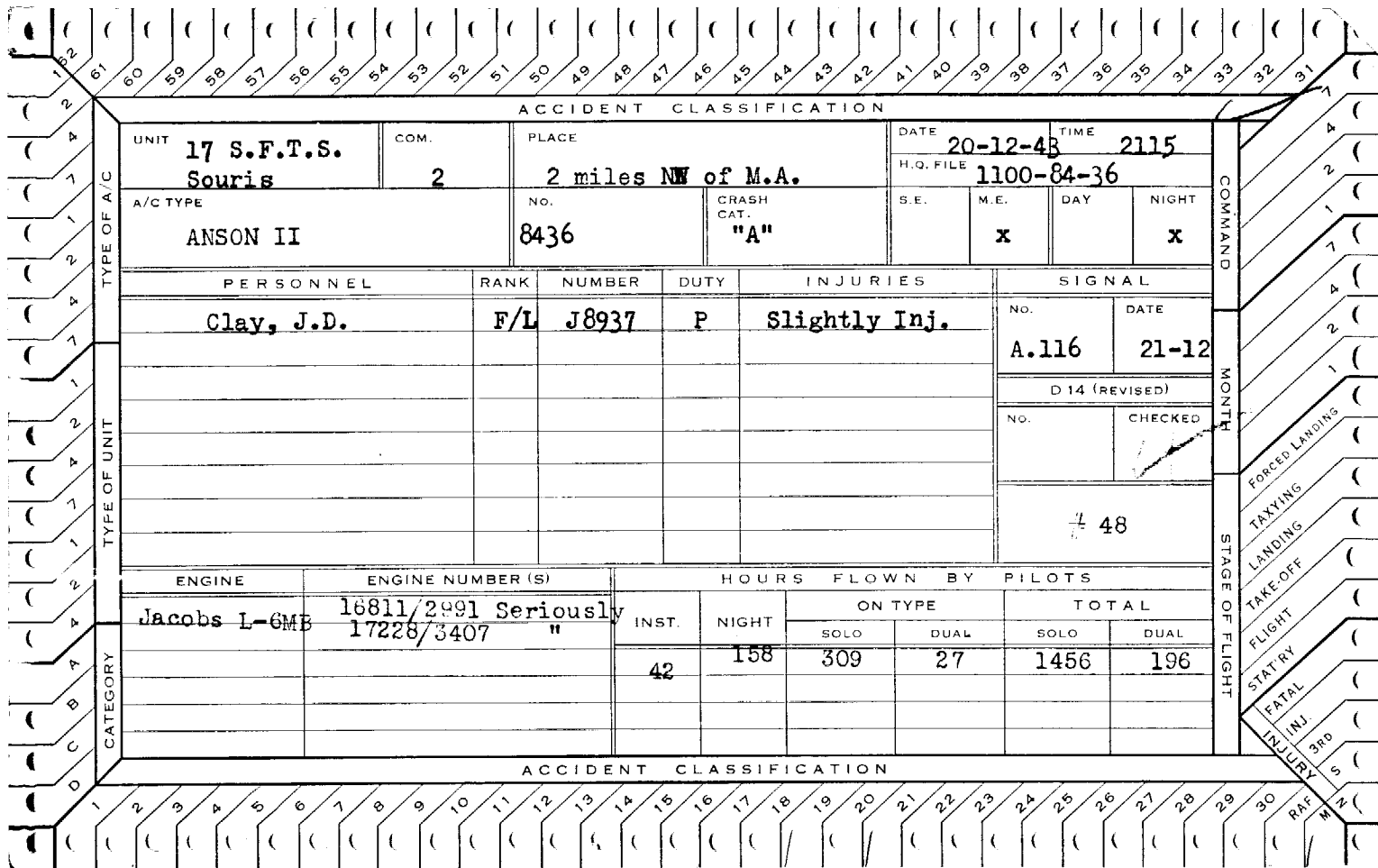
STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDINGS
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT'RY
- FATAL
- INJ.
- 3RD
- 5
- 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Weather Test

NATURE OF ACCIDENT:

Pilot unable to recall events.
Visibility restricted to 3 to 6 miles. Snow. Ceiling 1000 to 1500'.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

~~19. Bad weather.~~

TECHNICAL OFFICER'S REPORT:

000/100/105F/1/1

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2223

CAUSE

Obscure, but it would appear that a/c had gained so little altitude after becoming airborne when pilot noticed airspeed indicator reading zero, that control column being pushed forward to ensure flying speed the a/c crashed into ground before pilot had opportunity to check from other instruments what true performance of a/c really was.

Recommendations

Pilots be encouraged to familiarize themselves thoroughly with position of the bar and fixed image of a/c in the artificial horizon relative to one another during correct instrument take off for type of a/c in which they are flying.

CONCLUSIONS OF A.I.B. Agree.

ACTION TAKEN:

Nil