

ACCIDENT CLASSIFICATION

UNIT <b>36 S.F.T.S. Penhold</b>	COM. <b>4</b>	PLACE <b>7 1/2 miles North of Red Derr, Alta.</b>	DATE <b>2-1-44</b>	TIME <b>1215</b>					
	H.Q. FILE <b>1300-AS674</b>								
A/C TYPE <b>OXFORD II</b>	NO. <b>AS674</b>	CRASH CAT. <b>A</b>	S.E. <b>X</b>	M.E. <b>X</b>	DAY <b>X</b>	NIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>Lay, R.E.</b>		<b>F/O</b>	<b>128576</b>	<b>FI</b>	<b>Fatal</b>		NO. <b>T1</b>	DATE <b>3-1-44</b>	
<b>Clarke, M.J.</b>		<b>LAC</b>	<b>AUS427869</b>	<b>PP</b>	<b>Fatal</b>		D 14 (REVISED)		
							NO.	CHECKED	
							<b>1</b>	<input checked="" type="checkbox"/>	
							<b>#1</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT	
<b>Cheetah X</b>	<b>RC3631/A268226</b>		totally ST.	NIGHT	ON TYPE		TOTAL		
	<b>RC3640, A268235</b>				SOLO	DUAL	SOLO	DUAL	
		<b>69</b>	<b>124</b>	<b>832</b>	<b>4</b>	<b>1046</b>	<b>158</b>	FORCED LANDING	
		<b>36</b>	<b>25</b>	<b>62</b>	<b>83</b>	<b>92</b>	<b>115</b>	TAXIING	
								LANDING	
								TAKE-OFF	
								FLIGHT	
								STATRY	
								FATAL	
								INJ.	
								INJURY 3RD	
								INJURY 5	

COMMAND

MONTH

STAGE OF FLIGHT

TYPE OF A/C

TYPE OF UNIT

CATEGORY

ACCIDENT CLASSIFICATION

RAF M S

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

TLCO/PC/L/WVM

Nil

Cross country flight.

NATURE OF ACCIDENT:

A/C was returning from a cross country flight when it was forced to fly low owing to a snowstorm and consequent bad visibility. It was observed to turn to the left, apparently following a bend in the Red Deer river. While in this turn it became enveloped in a bright blue flash, its port wing appeared to drop and it dived into the ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No 2228

CAUSE: Pilot, being forced to fly low, struck high tension wires. He was flying lower by a few feet than was absolutely necessary.

RECOMMENDATIONS: 1. Pilot should fly with flap down in these conditions. Pilot did not appear to have any at all. 2. Pilots under similar circumstances should do a precautionary landing, rather than try to struggle through at such low altitude.

CLASSIFICATION:

19. Bad weather.

19. Out of control 19

REMARKS OF C.O. Primary cause which pilot made lay in fact that he continued flight after weather had deteriorated to such an extent that ceiling was reduced below minimum regulation height of 300 ft. above ground while visibility was extremely limited. CONCLUSIONS OF A.I.B. Agree.

SECONDARY OR CONTRIBUTORY FACTORS:

41. Hitting obstructions.

ACTION TAKEN:

Nil