

ACCIDENT CLASSIFICATION

UNIT <b>4 S.F.T.S.</b> <b>Saskatoon</b>	COM. <b>2</b>	PLACE <b>M.A.</b>	DATE <b>23-2-44</b>	TIME <b>2236</b>
A/C TYPE <b>CRJNE I</b>			H.O. FILE <b>100-86-55</b>	
NO. <b>8655</b>		CRASH CAT. <b>"A"</b>	S.E.	M.E. <b>x</b>
			DAY	NIGHT <b>x</b>

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL												
<b>RUSSELL, D.</b>	<b>LAC</b>	<b>R 251248</b>	<b>PP</b>	<b>Seriously Inj.</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">NO.</td> <td style="width:50%;">DATE</td> </tr> <tr> <td><b>A.189</b></td> <td><b>24-2</b></td> </tr> <tr> <td colspan="2" style="text-align:center;">D 14 (REVISED)</td> </tr> <tr> <td>NO.</td> <td>CHECKED</td> </tr> <tr> <td><b>2</b></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><b>#16 cr</b></td> <td><b>I T</b></td> </tr> </table>	NO.	DATE	<b>A.189</b>	<b>24-2</b>	D 14 (REVISED)		NO.	CHECKED	<b>2</b>	<input checked="" type="checkbox"/>	<b>#16 cr</b>	<b>I T</b>
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MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
<b>Jacobs LAMB</b>	<b>21391/4307 serious</b> <b>21354/4296 "</b>	INST.	NIGHT	ON TYPE		TOTAL	
		<b>24</b>	<b>12</b>	SOLO	DUAL	SOLO	DUAL
				<b>23</b>	<b>40</b>	<b>55</b>	<b>85</b>

- Forced Landing
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT BR
- FATAL
- INJ.
- 3rd
- 5
- M 2

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Solo night circuits and landings.

TECHNICAL OFFICER'S REPORT:

NIL

acc/acc / PSF 10/1

NATURE OF ACCIDENT:

Pilot took off immediately after an a/c which was flown back into ground through faulty instrument flying.

He apparently was following the tail light of the a/c leading him and did likewise, His a/c touched the ground within 35yds of where the first touched down and was within this distance when a/c came to rest. Pilot injured and unable to make statement

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Obscure, but possibility that LAC Russell was watching a/c of LAC McKone and controlling the altitude of his a/c with reference to that a/c or that inadvertantly he had altered the height of the fixed a/c in the artificial horizon with reference to its normal position for him when a/c was in straight and level flying altitude cannot be overlooked.

SUMMARY No. 2293

For RECOMMENDATIONS see Summary 2293

CONCLUSIONS OF A.I.B. : Agree with findings.

Note: the Investigating Officer stated that the accident involving Crane 7672 had not been investigated because it had been reported by the Unit that it was due to the inability of the pilot to maintain control on instruments.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

19. Out of control

19

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

ACTION TAKEN: