

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 <b>8 S.F.T.S. Weyburn</b>		COM. <b>2</b>	PLACE <b>M.A.</b>		DATE <b>3-2-44</b>	TIME <b>0915</b>		
A/C TYPE <b>HARVARD IIB</b>			NO. <b>FE352</b>	CRASH CAT. <b>"A"</b>	H.Q. FILE <b>1300-<del>FE</del>352</b>			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL		
<b>CULLEN, J.E.</b>		<b>P/O</b>	<b>J28184</b>	<b>FI</b>	<b>Uninj.</b>	NO. <b>A.9</b>	DATE <b>3-2</b>	
<b>BEHAN, H.B.</b>		<b>LAC</b>	<b>R225310</b>	<b>PP</b>	<b>Uninj.</b>	D 14 (REVISED)		
						NO. <b>1</b>	CHECKED	
						<b>#8 CR 2/2</b>		
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>P &amp; W Wasp</b>	<b>429489/21828 serious</b>				ON TYPE		TOTAL	
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			<b>46</b>	<b>21</b>	<b>262</b>	<b>100</b>	<b>291</b>	<b>132</b>
			<b>15</b>	<b>4</b>	<b>17</b>	<b>24</b>	<b>50</b>	<b>62</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

7  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
5  
RAF  
M/N

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

PURPOSE OF FLIGHT:

Navigation exercise No. 3

NATURE OF ACCIDENT:

A/C appeared to have difficulty leaving ground, attained altitude of 30' then left wing dropped, a/c going into ground and catching fire.

CLASSIFICATION:

~~12. Loss of control.~~

~~32. Pilot error.~~

19. *Out of control*

19

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

29. *Fix - In brack*

29

TECHNICAL OFFICER'S REPORT:

NIL

~~GOC/RAF/PCO/ET/PM/PC/O/CN~~  
GOC/RAF/PCO/ET/PM/PC/O/CN ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2268

CAUSE:

Failure of the captain of a/c to obtain control of the a/c either by compelling the surrender of the control column or by closing the throttle and/or switching off the ignition immediately it became evidence that the take-off was not normal.

RECOMMENDATIONS

I. Stressing to captains of all a/c who have not complete access to all flying controls that they must check verbally with such of their crew as may be necessary to ensure that all vital controls and factors in a cockpit check are as they should be.

CONCLUSIONS OF A.I.B. Pilot error on the part of both pupil and the instructor. Despite the pupil's evidence that of the other witnesses indicate a fault ACTION TAKEN: ty cockpit check on the pupil's part.