

ACCIDENT CLASSIFICATION

UNIT 7 S.F.T.S. MacLeod		COM. 4	PLACE M.A.		DATE 24-3-44	TIME 0215	
A/C TYPE ANSON II		NO. 7469	CRASH CAT. "A"		H.Q. FILE 1100-74-69		
					S.E.	M.E. X	DAY
							NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BRUNT, G.A.D.	GB	LAC	PP	<del>Dangerously Inj.</del> (Dead)	NO. A.174	DATE 25-3
					D 14 (REVISED)	
					NO. 6	CHECKED <input checked="" type="checkbox"/>
					40	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS			
		INST.	NIGHT	ON TYPE	
Jacobs L6MB	3083/16904 serious			TOTAL	
	3095/16916 "			SOLO	DUAL
		16	9	16	28
				65	112

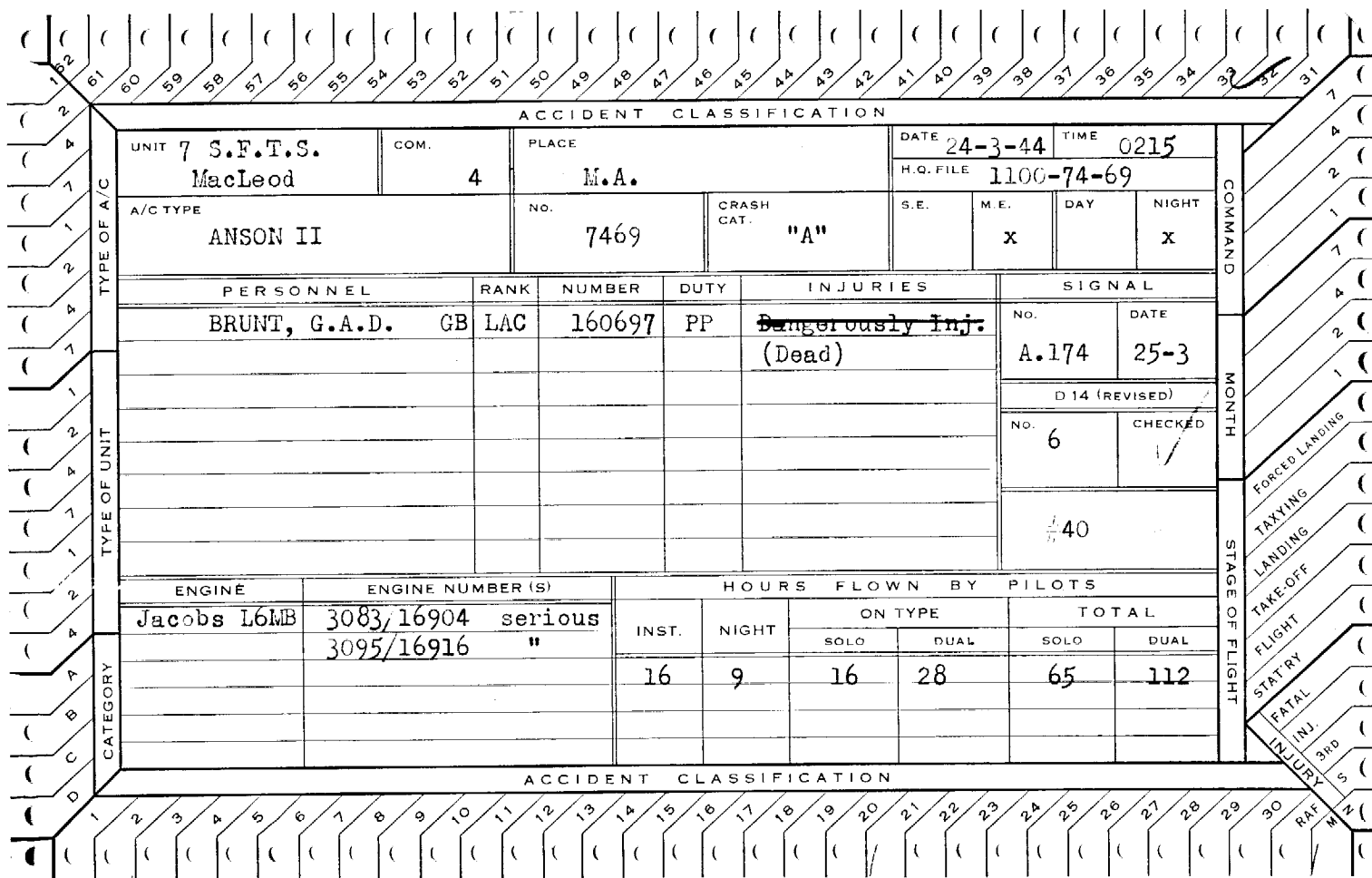
ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT  
INJURY

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Sole night flying.

NATURE OF ACCIDENT:

Students statement - after taking off at 100' stbd engine failed a/c swung to right - pilot got it straight and closed dead throttle.

TECHNICAL OFFICER'S REPORT:

NIL *Investigation Report 180*  
*000/A00/120E/0/E*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 153

CAUSE: A/C struck ground at angle of approx. 45 degrees and moved forward only about 10'. Position of crash was 300 yds west of runway 23 and slightly south of runway, indicating a/c swung to port instead of Stbd as stated by pilot.

CONCLUSIONS OF A.I.B.: Accident caused by pilot being unable to maintain equilibrium at night. A/C being climbed at too steep an angle, causing it to stall, pilot unable to regain full control before it struck ground. Possibility of engine cutting out, quite remote but if it had, and student had been climbing normally single engine forced landing could have been successfully carried out as ground west of runway is level.

C.I. ACCIDENTS: Do not agree with last conclusion. Engine failure was a possibility and pupil stated it had failed while he was still rational after the accident, but primary cause of accident was the steep climb.

ACTION TAKEN:

NIL

CLASSIFICATION:

21. Inability to maintain equilibrium.

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SECONDARY OR CONTRIBUTORY FACTORS: