

ACCIDENT CLASSIFICATION

UNIT 5 E.F.T.S. High River		COM. 4	PLACE 3/4 mile S of Azure		DATE 3-4-44	TIME 1715	
A/C TYPE CONNELL II		NO. 10880	CRASH CAT. "A"		S.E. X	M.E.	DAY X NIGHT
H.Q. FILE 1100-108-80							

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CHRISTIE, J.O. DFC P/O		J17256	PP	KILLED	NO. S16	DATE 3-4
					D 14 (REVISED)	
					NO. A1	CHECKED
					#2	

MONTH

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Ranger 644005	37810/7326 total	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		1	-	16	18	16	18

STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- 4
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE OFF
- FLIGHT
- STRATY
- FATAL
- INJ.
- 3RD
- 5

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

Grid of numbers 1-31 (top) and 1-31 (bottom) for classification purposes.

PURPOSE OF FLIGHT:

Routine solo training flight Sec.

NATURE OF ACCIDENT:

14,16,17,22,25.

TECHNICAL OFFICER'S REPORT:

NIL

1 LOC / AOC / PSF / N / N

Eye-witness states

When I first saw a/c it appeared to be making a gentle turn to right. As I watched him, the turn shortened up and the nose of plane came down, the plane making one complete revolution before hitting the ground. It also appeared to me to be the start of the spin, but did not have enough height to spin as others I have seen.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2332

CAUSE:

Loss of control while in a gliding turn, resulting from tightening the turn.

RECOMMENDATIONS:

Nil

REMARKS OF C.O.

"Concur"

CONCLUSIONS OF AIB

Agree.

CLASSIFICATION:

~~22. Stalling.~~

SECONDARY OR CONTRIBUTORY FACTORS:

19. Out of Control

ACTION TAKEN:

NIL