ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
33 S.F.T.S. Carberry	2	1½ miles NE of M.A.	20-5-44	0320
			H.Q. FILE	1700-8457

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON II	8457	"A"		X		X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
KING, A.E.	LAC	1587863	PF	Killed.

SIGNAL

NO.	DATE
A36	20-5

D 14 (REVISED)

NO.	CHECKED
10	

#38

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Jacobs L6MB	25613/10367 total	16	9	22	34	67	84
	25172/9542 "						

TYPE OF A/C

TYPE OF UNIT

CATEGORY A B C D

COMMAND

MONTH

STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY

INJURY: FATAL, INJ., 3RD, S, RAF, M, N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Circuits and landings.

NATURE OF ACCIDENT:

A/C carrying out night circuits turned right shortly after take-off and crash d about a mile NE of aerodrome and burned out. Pilot was killed.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~
19 Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

Pilot climbed to 1000'
As seen by A.C.O.

TECHNICAL OFFICER'S REPORT: T/... N/I/cn

1LOC/AOC/PSF/N/1/CM
NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: **SUMMARY No.** 2377

CAUSE: Inability to maintain equilibrium. Possibility that pilot may not have fully uncaged his instruments cannot be overlooked.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B. This accident probably caused by the inability of a u/t pilot to maintain equilibrium on instruments on a night take-off. (a) The evidence disclosed that it is possible that this pilot might not have fully uncaged his gyro instruments (b) The evidence further discloses that it is very doubtful whether this pilot was sufficiently advanced in his training to solo at night at all and particularly so under conditions as they existed at the time of the accident.

ACTION TAKEN:

NIL

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K.P. 5051
H.Q. 885-L 20

C. C. LTD. 7084-43