

ACCIDENT CLASSIFICATION															
UNIT 8 S.F.T.S. Weyburn		COM. 2		PLACE M.A.		DATE 11-5-44		TIME 2215		<div> <div>7</div> <div>4</div> <div>2</div> <div>1</div> <div>7</div> <div>4</div> <div>2</div> <div>1</div> <div>7</div> <div>4</div> <div>2</div> <div>1</div> </div>					
A/C TYPE HARVARD IIB		NO. FE806		CRASH CAT. "A"		H.Q. FILE 1300-FE806-1		S.E. X						M.E.	
PERSONNEL		RANK		NUMBER		DUTY		INJURIES		SIGNAL					
WOODLEY, N.S.		LAC		R205772		PP		Killed.		No. A62		DATE 12-5			
										D 14 (REVISED)					
										No. 2		CHECKED <input checked="" type="checkbox"/>			
										28					
ENGINE		ENGINE NUMBER (S)				HOURS FLOWN BY PILOTS									
R1340/ANI		42-1123/21047 total				INST.		NIGHT		ON TYPE		TOTAL			
						24		13		SOLO 36		DUAL 65			
										SOLO 61		DUAL 98			
ACCIDENT CLASSIFICATION															

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Seq. 26 (12-1)

Night circuits and landings.

NIL

1200/AOC/PSH/A/I

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

A/C took off at 2240 hrs. having been parked at the taxiing post 10 min while runway was changed. After reaching an altitude of 500', the a/c turned to right and descended in a shallow partial spiral and crashed.

FINDINGS:

SUMMARY No. 2366

CAUSE: Obscure, but it would appear quite possible that the pilot failed either to get settled on instruments upon becoming airborne or failed to remain settled on instruments until he had attained a safe altitude, when if necessary he could look out.

RECOMMENDATIONS: A rigid enforcement by instructor of the requirement that all u/t pilots get settled on instruments immediately on take-off and make no turn off their straight line of take off until they have reached an altitude of 1000ft. above ground level.

CLASSIFICATION:

59. ~~Obscure.~~

19 - Out of Control

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

SECONDARY OR CONTRIBUTORY FACTORS:

12. ~~Loss of control.~~

ACTION TAKEN:

NIL