

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 2 W.S. Calgary	COM. 4	PLACE 3 mis. NE of Airdrie S 1/4 Sec 24 mis. N of M.A.	DATE 12-5-44 TIME 1100
A/C TYPE YALE	NO. 3346	CRASH CAT. "A"	H.Q. FILE 1700-3346
		S.E. X	M.E. X DAY X NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
SCHEELAR, I.T.	P/O	J38913	P	Killed.	NO. A160	DATE 12-5
DONNACHIE, T.	SGT	R190323	2P	Killed.		
					D 14 (REVISED)	
					No.	CHECKED <input checked="" type="checkbox"/>
					115	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
				196		459	
				59		361	

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

Mutual instrument flying practice for 1 hour.

TECHNICAL OFFICER'S REPORT:

NIL

1100/1101/Pol
1100/AOC/POL/POFLB/M

NATURE OF ACCIDENT:

THE I.O. summarized the facts surrounding the subsequent crash of the a/c as follows: From the evidence it would

appear that at 1100 hrs, a/c was observed in the vicinity of Airdrie Airfield. Attention of the witnesses was first drawn by the roar of an engine. Apparently a/c was in a dive, which was followed by a complete loop. On completion of loop a/c climbed vertically then fell off to one side and dived into ground. It was difficult to obtain an estimate height.

A/C stalled at tip of its last climb.

CLASSIFICATION:

~~16. Unauthorized low flying or aerobatics.~~

10. Flew into ground

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

4. Unauthorized low flying NIL

ACTION TAKEN:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2367

CAUSE: 1. Loss of control arising out of unauthorized aerobatics in a/c 3340 following a low recovery from a loop, was allowed to stall and crash.
2. A contributory factor may have been possible excitation of the occupants following their low recovery and desire to gain altitude quickly.

RECOMMENDATIONS: In view of the fact that this accident was caused by unauthorized flying, no recommendations to avoid a recurrence of this type of accident can be made.

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