

ACCIDENT CLASSIFICATION

UNIT 34 S.F.T.S. Medicine Hat		COM. 4	PLACE Tilley, Alta		DATE 20-6-44 0130	
A/C TYPE HARVARD II		NO. 2805	CRASH CAT. "A"		S.E. X	M.E. DAY NIGHT X
H.Q. FILE 1700-2805						

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WOOLLEY, A.	GPL	1155138	PP	Killed.	NO. A90	DATE 21-6
					D 14 (REVISED)	
					NO. 15	CHECKED ✓
					#41	

MONTH

FORCED LANDING
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INI.
INJURY

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp S3HI	213797/11526 total	-	25	67	78	99	122

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

No. 2 solo night flying cross country.

TECHNICAL OFFICER'S REPORT:

NIL

10C/AOC/PSF/N/I/WMV

NATURE OF ACCIDENT:

All three pupil were briefed and instructed if there was the possibility of running into bad weather, or having to go down below 5,000' they were to return to base. They were also instructed to keep in W/T contact with base. Civilian witnesses in Tilley and immediate vicinity heard an a/c that seemed to be travelling west at 0100 hours. A loud roar of a motor was again heard at 0110 hours and the roar increased until a terrific impact was heard. When a/c was first heard it was raining with severe lightning and thunder although the stars were observed to the east and south-west.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 199

OBSERVATIONS:

A/C heard by civilians at 0100 hours must have been one that crashed. Although times vary slightly between civilian witnesses and LAC Henson's statement that it was not raining at 0100 hrs. when he passed Tilley, it establishes the fact, that the a/c signalled to by F/S Wiseman was that of Cpl. Woolley, heading westward. He must have continued on until he was right in storm and, as he attempted to turn back, could not get out of storm centre.

CLASSIFICATION:

19. Out of control.

CONCLUSIONS:

This accident was caused by the pilot being unable to maintain equilibrium by sensory side while flying in adverse weather conditions, resulting in a spiral dive from which he failed to recover.

SECONDARY OR CONTRIBUTORY FACTORS:

40. Other.

ACTION TAKEN:

NIL