

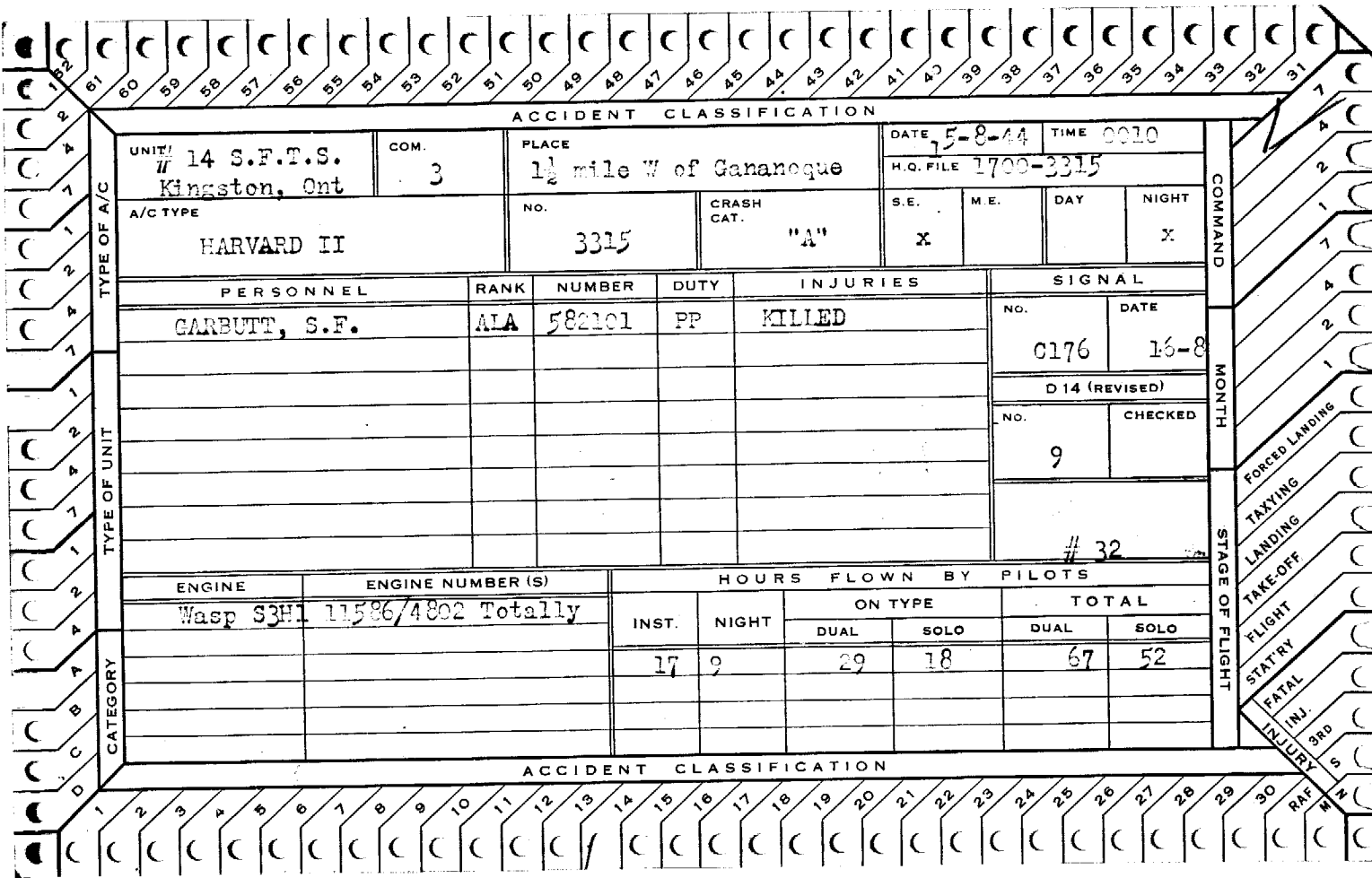
ACCIDENT CLASSIFICATION

UNIT # 14 S.F.T.S. Kingston, Ont		COM. 3	PLACE 1 1/2 mile W of Gananoque		DATE 5-8-44	TIME 0010			
A/C TYPE HARVARD II		NO. 3315	CRASH CAT. "A"	S.E. X	M.E.	DAY	NIGHT X		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
CARBUTT, S.F.		ALA	582101	PP	KILLED		NO. DATE 0176 16-8		
							D 14 (REVISED)		
							NO. CHECKED 9		
							# 32		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wasp S3H1		11586/4802 Totally		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				17	9	29	18	67	52

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATARY
FATAL
INJ.
3RD
INJURY

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Night circuits and landings.

NATURE OF ACCIDENT:

Flight Commander's Report: On student's first take-off (solo) of his second hour night flying on this night, a/c apparently spiraled into ground. From position of a/c in relation to flare path, controls must have been lost at an altitude of 500' or less. A/c hit ground, gas tanks exploded and fire ensued. Student was thrown clear of a/c, but was dead when found.

CLASSIFICATION:

14. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil.

OOC/AOC/PSF/0/1/CNV ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2431

CAUSE: Loss of control through inability to maintain equilibrium at night on instruments. Failure of pupil to have uncaged the artificial horizon is a possible cause but am not inclined to accept this view. The position in which the u/c locks were found suggest another possible cause, namely, that at the moment of loss of control, the pupil had his head down while he was selecting u/c "Up".

Recommendations : Nil

C.I. Accidents.

ACTION TAKEN: