

182 81 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 3 S.F.T.S. Calgary	COM. 4	PLACE 8 miles W and 3 miles N of M.A.	DATE 22-9-44	TIME 1815
A/C TYPE CRANE I			No. 7976	CRASH CAT. "A"
H.Q. FILE 1100-79-76		S.E.	M.E. X	DAY X
NIGHT				

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MACKAY, G.B.	LAC	R197308	P	Killed	NO. A114	DATE 23-9
					D 14 (REVISED)	
					NO. 2	CHECKER <input checked="" type="checkbox"/>
					#4	

COMMAND

MONTH

STAGE OF FLIGHT

4
3
2
1
7
6
5
4
3
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATBY
FATAL
INJ.
3rd
5
RAF
WZ

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs LAMB	P22316/8367 total S21406/4327	40	24	87	56	130	93

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 RAF WZ

PURPOSE OF FLIGHT:

Routine solo flight.

NATURE OF ACCIDENT:

A/C struck ground and burst into flame.

TECHNICAL OFFICER'S REPORT:

10C/AOC/PSF|N|N|CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2462

CAUSE: Inability to maintain or recover equilibrium by sensory aids.

REMARKS OF C.O.: No definite evidence of physical or technical failure but they are possibilities.

CONCLUSIONS OF A.I.E. Agree. As remarked by the Inspecting Officer the evidence leaves no doubt but that LAC McKay lost control of his a/c, but why he should do so is hard to understand when his reported "above average" flying ability is taken into account.

CLASSIFICATION:

20. ~~Fire in ground~~

SECONDARY OR CONTRIBUTORY FACTORS:

29. Fire - in crash.

ACTION TAKEN: