

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 13 S.F.T.S. N. Battleford, Sask.	COM. 2	PLACE Near Tramping Lake, Sask.	DATE 12-2-45	TIME 1000
A/C TYPE HARVARD II	NO. 2699	CRASH CAT. "A"	S.E. X	M.E.
			DAY X	NIGHT
			H.Q. FILE 1700-2699-1	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
DOUGLAS, J.D.	Sgt.	R199415	F.I.	KILLED	No.	DATE
HALEY, P.J., AUS.	LAC	438006	P.P.	KILLED	M.201	12-2
					D 14 (REVISED)	
					No.	CHECKED
					5	
					12	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp S3H1	4706/9576	Totally					
		63	64	28	119	192	519
		18	13	42	24	86	61

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INI.
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 RAF M N

PURPOSE OF FLIGHT:

No. 14 Low Level Cross Country.

NATURE OF ACCIDENT:

A/C struck the ground during a low level cross country.

Summary 2534 Cont'd.

This was done to allow instructors to get their a/c warmed up soon after they had been taken from the hangars on cold mornings. This arrangement had been in force during time No. 4 T.C. was in control. Unit was not in receipt of No. 2 A.C.1 (T) Ser. No. 2/35 which states all pilots, pupils

and instructors are to attend briefings at least once per working day.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

1LOC/AOC/PSFL/WI/WVC/XC! ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2534.

CAUSE: Failure to maintain equilibrium on instrument in bad weather.

RECOMMENDATIONS: S.A.S.O. ~~BRANCH~~ Branch, No. 2 A.C. to completely review Training Wing Organization and administration at No. 13 S.F.T.S.

CONCLUSIONS OF A.I.B.: This accident undoubtedly due to loss of equilibrium while flying in bad weather. This hazard accentuated by the fact there was no horizon and during snow storm conditions were to that of glossy water landings in a flying boat where it is impossible to determine if one was flying at deck level or several hundred feet above.

Note: It appears that interest in briefing and weather forecast at this station is slight. Pupils were to attend briefing. Instructors, however, were allowed

ACTION TAKEN: to read forecast which was posted on a Bulletin Board.

Nil