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Carberry, Manitoba										Carberry, Man.										H.Q. FILE 1300-2790-1																																																											
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NATURE OF ACCIDENT																																																																															

DUTY ON WHICH ENGAGED: Night flying circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER OOC/AOC/PSF/D/I/AED
OR COMMANDING OFFICER'S REPORT:

NARRATIVE REPORT OF THE COMMANDING OFFICER.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Crash occurred just after the take-off. THE PILOT TOOK OFF AND CLIMBED TO APPROXIMATELY 300 FEET AND THEN WENT INTO A STEEP RIGHT HAND TURN, LOST HEIGHT AND STRUCK THE GROUND WITH HIS STARBOARD WING AFTER HE HAD TURNED APPROXIMATELY 120 DEGREES.

PRIMARY CAUSE:

THE ARTIFICIAL HORIZON MAY NOT HAVE BEEN FUNCTIONING CORRECTLY. IF SO THE RIGHT WING DROPPED WHILE THE ARTIFICIAL HORIZON STILL SHOWED THE AIRCRAFT LEVEL AND SLIGHTLY BELOW THE HORIZON. THE PUPIL EASED THE CONTROL COLUMN BACK TO BRING THE MINIATURE AIRPLANE SLIGHTLY ABOVE THE HORIZON, WHICH IN FACT, CAUSED THE AIRCRAFT TO TURN, AND THE NOSE TO DROP UNTIL THE STARBOARD WING STRUCK THE GROUND. THERE WAS NO MOON AND THE HORIZON

SECONDARY CAUSE OR CONTRIBUTING FACTORS: WAS

ALMOST NON-EXISTENT.

DATE:

29-4-41

COMPOSITION:

COURT OF INQUIRY
29-4-41

GROUP CAPTAIN H. E. WALKER. President - S/L duTemple, G.
Member - F/L Ricketts, H.
Member - Sharpe, R.W.C.

RECOMMENDATIONS:

That more importance be given the turn and bank indicator for night takeoffs instead of the artificial horizon. NOTE AFHQ considers this a very plausible suggestion and will go more thoroughly into the matter.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL.

RECORDED BY

DATE

CHECKED BY

DATE