

DATE	YEAR 58	MONTH 12	DAY 21	AIRCRAFT TYPE CC129 DAKOTA				MK BK		FILE NO.			
ACCIDENT NUMBER				AIRCRAFT NO. 975			UNIT		PLACE				
CAT	A			TYPE OF FLYING				D 14	600	COMMAND			
STAGE OF FLIGHT				AERODROME				ENGINES		MANUFACTURER	MODEL	R.C.A.F. NO.	MFGR'S. NO.
ASSESSMENTS				PLACE				1	2				
								3	4				
STATUS OF PERSONNEL	OUT AIRCRAFT		IN AIRCRAFT							LIGHT CONDITIONS		COSTING	
R. C. A. F. REGULAR	K		K	M		(S)	U	TOTAL					
R. C. A. F. RESERVES									OTHER AIRCRAFT				
OTHER CANADIAN FORCES									A/C		A/C NO.		
ALLIED FORCES									UNIT		COMMAND		
CIVILIANS									NUMBER OF FATALITIES		CATEGORY		
TOTAL									CASUALTY INFORMATION				
NUMBER	RANK	NAME & INITIALS		STATUS	FUNCTION	TOTAL HOURS		ON TYPE INVOLVED			LAST SIX MONTHS		
						ALL AIRCRAFT	INSTR.	DUAL	1ST PILOT	2ND PILOT	TOTAL	ON TYPE	NIGHT
STAGE	NUMBER	ACTIONED BY	CHECKED BY	PERSONEL INVOLVED				NOTES:					
				FUNCTION	NO.	I	F						
T. 97				PILOTS									
				NAVIGATORS									
D. 14				RADIO									
				F. E.									
CODED				CREWMEN									
				MVT CON (A)									
PUNCHED				PASSENGERS									
				OTHER									

ROYAL CANADIAN AIR FORCE

D. F. S.

AIRCRAFT ACCIDENT RECORD

10- : CASE 1245812219751

ACFTYP : DAKOTA (NOT IN SERV) CC 129
 SIDENO : 975
 CMD : AIR COMMAND (WAS 1 AIR DIVISION)
 DIST : BEYOND 100 MILES
 MISTYP : TRANSPORT AND COMMUNICATIONS, TALEX (INCLUDES HELOS)
 TYPOCC-A : COLLISION OR CONTACT WITH GROUND OR WATER (UNDER CONTROL
 TIME : 1600 HOURS
 OPSENV : CLOUDS
 FIREX : RESULT OF GROUND IMPACT
 INJCLAS : FATAL - BLACK (WAS RED)
 FAMIAB : 05
 P-HRSALL : 5999 HOURS

PERIOD : 581221
 RECNO : 1
 ACCINC : COUNTED
 OCCAT : A CAT AIR ACCIDENT
 STAOPS : LOW LEVEL (BELOW 1000 FT), HOVERING, DIP, WET HOIST
 FLTREF : INSTRUMENT FLIGHT IFR/IMC
 LIGHT : DAYLIGHT (UNSPECIFIED)
 OPSENV1 : THUNDERSTORMS
 PIX : YES
 PERSAB : 05
 PLTSTAT : CAPTAIN (NOT INSTRUCTING)
 CASESTAT : CLOSED

CAUSE 01 : PERSONNEL
 SSCAUSE : TECHNIQUE

SCAUSE : PILOT (32A)

NARRATIVE : 0010 - THE AC HAD BEEN
 0020 CLEARED TO DESCEND THROUGH CLOUD TO 4500 FEET. THE AC WAS
 0030 CONFIRMED TO BE WITHIN THE AERODROME CONTROL AREA, AND NOTHING
 0040 ABNORMAL HAD BEEN REPORTED. THE TOWER REQUESTED AN ALTITUDE
 0050 CHECK, AND WAS ADVISED THAT THE AC WAS PASSING THROUGH 5500
 0060 FEET. THE AC WAS BEING FLOWN ON INSTRUMENTS IN MOUNTAINOUS
 0070 TERRAIN. TWO MINUTES LATER THE AC REPORTED RADIO RECEPTION
 0080 DIFFICULTIES AND REQUESTED A STEER, ADVISING THAT IT WAS IN
 0090 A THUNDERSTORM. DURING A LONG COUNT FROM THE AC, REQUESTED
 0100 BY THE TOWER FOR A STEER CHECK, TRANSMISSION SUDDENLY STOPPED.
 0120 THE AC WAS LATER FOUND CRASHED IN A MOUNTAINOUS AREA 47 MILES
 0130 FROM THE AERODROME.
 0140 THE CAPT OF THE AC WAS TO BLAME FOR HIS LACK OF AIRMANSHIP IN
 0150 FAILING TO UTILIZE FULLY ALL NAVIGATIONAL AIDS, BOTH AIRBORNE
 0160 AND ON THE GROUND. THE 1ST OFFICER AT THE CONTROLS WAS ALSO TO
 0170 BLAME FOR FAILING TO RECOGNIZE THE SIGNIFICANCE OF DESCENDING
 0180 INTO AN AREA OF MOUNTAINOUS TERRAIN WHEN THE POSITION OF THE AC
 0190 WAS UNCERTAIN.

SR				
FIRE				
DFS RECOMMENDATIONS AND COMMENTS:				
DISCIP. ACTION CC129975				