

0 114

TRAILER		1	2	7	FR	EL	O	C	RU	AA	CC	ALL	W	V	M	L	G	O	P	S	R	F	M	T.B	B	D	S	CD	ALL	G	B	A	M	O	C	CD	SM	SF	SO	SL	ALL									
D.F.S.		ROYAL CANADIAN AIR FORCE															AIRCRAFT ACCIDENT RECORD															PILOT																		
100		The aircraft was scheduled for a test flight to check full operation of the flaps following installation of a new hydraulic flap strut assembly. The aircraft took off at 10:52 hrs MST. The aircraft was seen to fly east along the south shore of Pierce Lake, turn left onto a westerly heading at the end of the lake and shortly thereafter the aircraft went into a nose-up condition from which it fell to a nose-down condition, turned 2 1/2 times to the left and crashed in a near vertical attitude into the lake at approximately 11:30 hrs MST.																																																
CODE		PER-SONNEL		CONTROL		Unfortunately, this accident was closed "Obscure" because of a lack of positive proof of either a/s malfunction or pilot error. However, all available evidence indicated that the aircraft was serviceable and functioning normally up to the time of the crash, and that the most probable cause of the accident was aircrew - error in judgement. It is considered that the pilot attempted or permitted a manoeuvre involving a stalled condition from which there was insufficient altitude to recover. It is perhaps pertinent that the pilot had a known aversion to stalling the aircraft.																																												
PM/PSMS POR/PSFF		P		On the other hand, there is abundant evidence that the pilot was capable of rash, unreasonable and ill-considered actions both on the ground and in the air. Additionally, it is difficult to understand why the pilot was returned to flying duties in July, even on a restricted basis, considering the history of his activities during the period of his grounding which commenced in May. The Board reveals continuous personal misconduct and excessiveness throughout the latter part of June, and one specific action of illegal entry and drinking three days after trial and punishment by a superior commander on the 26th of June.																																														
UAB		OB		It is believed that there was improper screening and supervision at the flying unit which allowed this officer not only to return to flying but to remain in the service.																																														
E		NOTE - A review of this officer's confidential personal file reveals that the AOC ADC recommended to this HQ on 8 July 63 that P/O Mullin be released. Unfortunately, Mullin was killed on 10 July, before ADC's letter reached this HQ.																																																
U																																																		
A																																																		
X																																																		
W																																																		
SR																																																		
FIRE																																																		
DFS RECOMMENDATIONS AND COMMENTS:		REMOVAL ACTION: Review of character and personality traits of pilots. It is anticipated that considerable time will elapse before program is implemented.																																																
① OBSCURE																																																		
C.C. LTD. +																																																		
PERSONNEL		ACCIDENT NUMBER															CATEGORY OF DAMAGE															TYPE OF FLYING																		
G.C.		UNITS															CONTROL					UNITS																												
FC		TENS															PRELIMINARY					TENS																												
OB		UNITS															CONTROL					UNITS																												
M		UNITS															CONTROL					UNITS																												
D		UNITS															CONTROL					UNITS																												
CON		UNITS															CONTROL					UNITS																												
P		UNITS															CONTROL					UNITS																												

CIPHE
 SPECIAL RECORDS
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 FIRE
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 TYPE OF UNIT
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 RESPONSIBILITY
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 COMMAND
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 FOREIGN
 UNITS
 TENS
 SERVICE OR SERVICE COMPONENT
 UNITS
 TENS

DAK 278

94/01/13 *** ACAIRS OUTPUT DISPLAY *** 19:46:58
LIST CASE NO: 9 CASES FOUND 74 PAGE 1
ACFTYP = 124 DAKOTA (NOT IN SERV) CC 139
PERIOD = 630710
ACNO = 278
RECNO = 1
CMD = F AIR DEFENCE COMMAND/ADG (NOW FIGHTER GROUP)
BASE = 0134 COLD LAKE - CYOD - 4 WING
INCNT = COUNTED
LATLONG = 542EN11017W
DIST = 5 10.1 TO 25 MILES
OCCAT = 0 A CAT AIR ACCIDENT
MISTYP = 20 MAINTENANCE TEST FLIGHT
STAOPS = 31 NORMAL ENROUTE (INCLUDE LOCAL LEVEL FLT BUT NOT LOW FLT)
TYPOCC-A = F0 CRASHES - OUT OF CONTROL (ALSO SEE AQ UNDER CONTROL)
TIME = 1900 HOURS
PIX = YES
INJCLAS = 4 FATAL - BLACK (WAS RED)
PERGAB = 03
FAMIAB = 03

94/01/13 *** ACAIRS OUTPUT DISPLAY *** 19:46:58
LIST CASE NO: 9 CASES FOUND 74 PAGE 2
PLTSTAT = 0 CAPTAIN (NOT INSTRUCTING)
CASESTAT = 5 CLOSED
CASENO = 0055
INDTE =
CAU = 6 UNDETERMINED

NARRATIVE FOR CASE-ID 124 630710 278 1

- THE AC WAS SCHEDULED FOR 0010
A TEST FLT TO CHECK FULL OPERATION OF THE FLAPS FOLLOWING THE 0020
INSTALLATION OF A NEW HYD FLAP STRUT ASSY. THE AC TOOK OFF AND 0030
WAS SEEN TO FLY ALONG THE SOUTH SHORE OF A LAKE TURN LEFT AND 0040
SHORTLY THEREAFTER GO INTO A NOSE-UP ATTITUDE THEN STALL AND 0050
CRASH. 0060
THE CAUSE IS UNDETERMINED. MOST PROBABLY THE PILOT ATTEMPTED 0070
OR PERMITTED A MANOEUVRE INVOLVING A STALLED CONDITION FROM 0080
WHICH THERE WAS INSUFFICIENT ALTITUDE TO RECOVER. 0090

FIRE

DFS RECOMMENDATIONS AND COMMENTS:

DISCIP.
ACTION

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