

32		31		30		29		28		27		26		25		24		23		22		21		20		19		18		17		16		15		14		13		12		11		10		9		8		7		6		5		4		3		2		1									
TECH.		DISOB.		NEG'NCE		INEXP'NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND. GEAR		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UNDTD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UNDTD													
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		CAUSES OF ACCIDENTS		UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		MISCELLANEOUS CAUSES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.		STAGE OF FLIGHT		UNDTD		PRIMARY		TAXIING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INJ.		3RD.		5th	
TYPE OF ENGINE		Anson		4		Two miles West of Aerodrome, Calgary.		25-1-41		0835		Calgary, Alta.		6108		A		X		X		X		Anson		6108		Fatal		P		Fatal		1		2		Brunell, J.P.		Sgt.		R54572		P		Fatal		Ellcott, R.C.		LAC		470519		FP		Slight		Crossley, E.T.S.		LAC		R60506		FP		Slight					
CATEGORY		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		Anson		6108		Total		Series		Chectah		3044/10204		Series		Chectah		77586/13276		Total		Signal No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE															
NATURE OF ACCIDENT		190		A. 104		25-1-41		RCMP		28-1-41		190		A. 104		25-1-41		RCMP		28-1-41		190		A. 104		25-1-41		RCMP		28-1-41		190		A. 104		25-1-41		RCMP		28-1-41		190		A. 104		25-1-41		RCMP		28-1-41																					

DUTY ON WHICH ENGAGED: Familiarization flight.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

TDC/AOC/PSF/N/I/AWI
WFW ✓

Court of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

25-1-41 to 11-2-41

The aircraft was seen descending in a steep left hand spiral at 200 feet elevation and disappeared from view, crashing to the ground

Squadron Leader R.C. Mair, President.
Flight Lieutenant E.S. Holmes. Member.
Flying Officer J.H. Ross. Member.

RECOMMENDATIONS:

All pilots flying in areas where Chinook winds may be encountered are to be warned that windows are liable to frost over suddenly on reaching the warm layer of air after leaving air which is colder than zero Centigrade.

PRIMARY CAUSE: Atmospheric conditions frosted the windows over and obscured the pilot's vision, perhaps when the pilots were operating the undercarriage.

ACTION TAKEN:

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

The aircraft was allowed to go into a downward left hand turn and crashed before the captain could effect recovery.

That Staff pilots perform only such duties as are laid down in the T.C. letter.

Approved by A.M.T. 23-3-41.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A relatively inexperienced staff pilot permitted a pupil to take-off, contrary to instructions for

No.4T.C. 12F-1F.D. 4488 (S.A.S.O.)

RECORDED BY

DATE

CHECKED BY

DATE