

32	JU.	31	TECH.	30	DISOB.	29	NEG-NCE	28	INEXP-NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURES.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLDAYS	16	FUSE. OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UND/TD	1	PRIMARY	19	HAND.	18	INSTS.	17	WEATHER	16	DRKNS.	15	AL'G. SURF.	14	OTHER	13	UND/TD	12	PRIMARY	11	TAXING	10	LANDING	9	TAKE-OFF	8	FLIGHT	7	STATR	6	FATAL	5	INJ.	4	3RD.	3	RAF	2	1	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	31	32
PILOT		OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																																																													
UNIT #3 SFTS																				COM. #4 TC					PLACE 2 1/2 miles due west of										DATE 6.5.43					TIME 2310																																																																																											
Calgary																									M.A.										H.O. FILE 1700-8166																																																																																																
A/C TYPE Crane I					No. 8166					CRASH CAT. A					SE		ME		DAY			NIGHT																																																																																																													
NAME										RANK					No.					DUTY					INJURIES										SERIOUS																																																																																																
R175898 MacKenzie, C.L.										LAC					R175898 PP					Killed					FATAL					INJURY																																																																																																					
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TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																																																																																
Crane I										#8166					Total																				INST.		NIGHT		ON TYPE			TOTAL			LAST 6 MOS.																																																																																						
																														27		10		44			36			84		77																																																																																									
Jacobs										14MB P.21848 & S.21616					Total																																																																																																																				
SIGNAL No & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																																																																																										
A.41					7.5.43																																																																																																																														
NATURE OF ACCIDENT																																																																																																																																			

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT

UN/TD
 HAND.
 INSTS.
 WEATHER
 DRKNS.
 AL'G. SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATR
 FATAL
 INJ.
 3RD.
 5th

DUTY ON WHICH ENGAGED:

Routine solo training.
Sequences 7 and 8

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14 #4

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

A/C struck ground in shallow dive, bounced approximately 150 yds. and burned. Turned right during left hand circuit, crashed and exploded on impact.

1/20 G / PSE / N / I / PM / CN

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~21. Inability to maintain equilibrium.~~

~~See Summary No. 927 for full details of flight.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. - A/C FLOWN BY PUPIL ON SECOND NIGHTS SOLG, TURNED TO THE RIGHT SHORTLY AFTER TAKEOFF, STRUCK THE GROUND, CAUGHT FIRE AND EXPLODED.

EVIDENCE IS CONFLICTING WHETHER FIRE OCCURRED IN THE AIR OR NOT. EVIDENCE DOES NOT DISCLOSE CAUSE FOR TURN TO THE RIGHT WHEN A LEFT HAND CIRCUIT WAS BEING USED, BUT IS CONSIDERED THAT THE PUPIL THROUGH FATIGUE WAS UNABLE TO MAINTAIN EQUILIBRIUM ON INSTRUMENTS. HE HAD BEEN FLYING ALMOST CONTINUOUSLY SINCE 1930 HRS. WHICH INCLUDED 1:10 HRS.

DUAL INSTRUMENT - 15 MINS. CHECK
1:20 HRS. SOLG.

RECORDED BY _____ DATE _____

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

FIRE - IN CRASH

CHECKED BY _____ DATE _____

OUT OF CONTROL

14

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