

AIRCRAFT ACCIDENT REPORT
RAPPORT D'ACCIDENT D'AVIATION

REFER TO REPORT NO.
REF. RAPPORT N°
P20043

PRIVATE

AIRCRAFT MAKE & MODEL - <i>Marque & modèle d'aéronef</i> Cessna 421 (wheels)		REGISTRATION - <i>Immatriculation</i> CF-XWI	DATE-TIME - <i>Date-Heure</i> 8Jul72 1020 MST	OPERATION - <i>Opération</i> Commercial
PLACE - <i>Endroit</i> Mt Wartenbe, B.C.		LATITUDE 55/38N	LONGITUDE 121/22W	
LOCALE - <i>Scène</i> Mountainous terrain, 3800 ft				
WEATHER - <i>Conditions météorologiques</i> Cloud 800 ft overcast, visibility 8 to 10 miles in rainshowers, air calm				

PILOT PILOTE	LICENCE	TOTAL HOURS - <i>Heures totales</i>	TOTAL HOURS, LAST 90 DAYS - <i>Total d'heures (90 derniers jours)</i>
	Airline Transport	14,900 500 ALL TYPES - <i>Tous types</i> ON TYPE - <i>Type en cause</i>	unknown 65 ALL TYPES - <i>Tous types</i> ON TYPE - <i>Type en cause</i>

DESCRIPTION OF OCCURRENCE - *Description de l'événement*

The aircraft departed Edmonton Industrial Airport at 0730 hrs on an instrument flight plan to Dawson Creek. The flight continued without incident to Dawson Creek, and after receiving descent clearance and becoming clear of cloud the pilot refiled a VFR flight plan to Chetwynd, B.C.

When the aircraft failed to arrive at its destination an air and ground search was initiated. Search aircraft picked up signals from a crash position indicator and located the accident scene on the south slope of Mt Wartenbe, approximately 10 miles east-south-east of its destination airstrip. The aircraft had struck trees at the 3800 ft elevation, approximately 200 ft below the apex of the mountain ridge. The aircraft had been in a shallow descending turn to the right heading in an easterly direction at comparatively high airspeed at the time of impact.

Examination of the wreckage and the wreckage trail produced no evidence of any inflight failure or malfunction of the aircraft's engines, airframe or controls. Records indicate that the aircraft had been properly maintained and that there was sufficient fuel on board for the flight.

A witness about 5 miles SE of the crash site had heard an aircraft low flying about the same time that CF-XWI was estimated to be in the area.

At the weather briefing in Edmonton the pilot had not asked for the weather conditions in the Chetwynd area, nor had he expressed the intention of flying beyond Dawson Creek.

	TOTAL	FATALITIES - <i>Pertes de vie</i>	SERIOUS INJURIES - <i>Blessures graves</i>	MINOR INJURIES - <i>Blessures légères</i>
CREW - <i>Équipage</i>	1	1		
PASSENGERS	5	5		
OTHERS - <i>Autres</i>				

ASSIGNED CAUSE(S) - *Cause(s) assignée(s)*

FINDINGS

The pilot attempted to maintain visual flight in poor weather conditions in close proximity to hazardous terrain.

"This accident was investigated in order to provide guidance toward the prevention of a recurrence. The content of this report is confined to cause-related circumstances and is published for accident prevention purposes only".

It appeared that after the pilot cancelled IFR at Dawson Creek, he was planning to maintain visual flight to his new destination, and did not take into account the close proximity of Wartenbe mountain. The investigation was unable to determine the exact flight path or circumstances surrounding the flight just before the crash.

Aeromedical studies indicated that the pilot had an acute awareness of mortal danger for 10-15 seconds before impact.