

32	31	30	29	28	27	26	25	54	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
JU.	TECH.	DISOB.	RES'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.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY
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
TYPE OF A/C										CAUSES OF ACCIDENTS										MISCELLANEOUS											
UNIT 32 S.F.T.S. Moose Jaw, Sask.										COM. 4		PLACE Main Aerodrome						DATE 29-1-43		TIME 2230		MISCELLANEOUS HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. INJ. 3RD.									
A/C TYPE OxfordII										No. AS773		CRASH CAT. A		SE	ME x	DAY		NIGHT x													
NAME										RANK	No	DUTY	INJURIES				SERIOUS		MISCELLANEOUS HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. INJ. 3RD.												
Gruden, J.										F/S	787511	PP	Slightly				FATAL	INJURY									1				
TYPE A/F & ENGINE										No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																
Cheetah A159406/RC2895										Slight					INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		MISCELLANEOUS HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. INJ. 3RD.								
SIGNAL No & DATE										UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE													
A126										30-1										NATURE OF ACCIDENT											
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

DUTY ON WHICH ENGAGED:

Night Circuits - solo

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Cockpit lights failed after takeoff
Made circuit with aid of torch, but
flare path obscured at 180' due to
fog and snow blown by A/C taking off
and landing. Decided to go around
again but stbd. engine failed to pick
up and A/C struck ground.

DATE: 2-2-43

COMPOSITION:

LU/ET/EM/M/L

F.O. Pearson, J.T. #32 S.F.T.S., Moose Jaw, Sask.

RECOMMENDATIONS:

Great care must be exercised by both pilots and controlling officers at night when temperatures are low as blown snow and fog caused by A/C obscure landing path to A/C on approach. Throttles must be opened slowly to allow correct mixture to reach engines.

ACTION TAKEN:

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

Nil

Conclusions of A.I.B. - Agree with findings, but consider lack of cockpit lighting, resulting in pilot being unable to read his instruments correctly may have been contributing factor in causing him to undershoot.

PRIMARY CAUSE:

~~54. Engine failure in the air~~

Engine was cold and throttles opened too rapidly. A/C had very high rate of descent & pupil acted too late, choking engine with inrush of cold air.

17. Forced Landing

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~33. Technical Defect (Failure of cockpit lights)~~

~~30. Undershooting~~

36. Engine Failure - Accident

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____