

62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT No.5 E.F.T.S. High River,Alta.		COM. # 4	PLACE 1 mi. E. and 1 1/2 mi. N. of Nzehpa, Alta.		DATE 3-8-43	TIME 1615
A/C TYPE Cornell I			NO. PH865	CRASH CAT. A	S.E. X	M.E.
					DAY X	NIGHT
					H.Q. FILE 1300-PH865-1	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Davidson, F.F.	P/O	J22979	PI	Killed	No. T193	DATE 4-8
Ing, K.A.	GB LAC	1204419	PP	Killed	D 14 (REVISED)	
					No. 2	CHECKED <input checked="" type="checkbox"/>
					5	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
Ranger 6-440C-5	27070/2899	Serious	ON TYPE		TOTAL			
			INST.	NIGHT	SOLO	DUAL		
			42	119	109	5	1137	124
			9	3	34	35	34	35

FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ
3rd
INJURY
S
RAE
M

ACCIDENT CLASSIFICATION

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

PURPOSE OF FLIGHT:

Routine training

NATURE OF ACCIDENT:

TECHNICAL OFFICER'S REPORT:

100/100/PNA

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 117

The a/c was noticed at 8000' diving with the engine wide open. After diving for some distance it appeared to level off, slow up and fly straight and level for a short time. Then it commenced a shallow descending turn to the right, making about two complete turns. The attitude of a/c then appeared to change into a tight spiral dive, the spiral tightening and the a/c losing height very rapidly. When it was between 800 to 1000 feet the port wing broke away. It made another turn or two to the right, then appeared to straighten out and dive straight into the ground. A low standard of discipline is shown as action should have been taken against pilot for reporting for flying duty in an intoxicated condition.

CLASSIFICATION:

~~18. Loss of control.~~

19. *Out of control*

XX
19

SECONDARY OR CONTRIBUTORY FACTORS:

~~28. Structural failure.~~

ACTION TAKEN: