

102 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 <b>39 S.F.T.S.<br/>Swift Current</b> |                   | COM<br><b>4</b>     | PLACE<br><b>4 miles E. of M.A.</b> |           | DATE<br><b>30-11-43</b> | TIME<br><b>2000</b> |           |                               |
| A/C TYPE<br><b>OXFORD II</b>              |                   | NO.<br><b>AS381</b> | CRASH CAT.<br><b>A</b>             |           | S.E.                    | S.E.<br><b>x</b>    | DAY       |                               |
| PERSONNEL                                 |                   | RANK                | NUMBER                             | DUTY      | INJURIES                |                     |           | SIGNAL                        |
| Geldart, D.                               |                   | IA C                | 1567040                            | PP        | Killed                  |                     |           | No. DATE<br><b>A.478 1-12</b> |
|   |                   |                     |                                    |           |                         |                     |           | D 14 (REVISED)                |
|   |                   |                     |                                    |           |                         |                     |           | No. CHECKED<br><b>#5</b>      |
|   |                   |                     |                                    |           |                         |                     |           | <b>#25</b>                    |
| ENGINE                                    | ENGINE NUMBER (S) |                     | HOURS FLOWN BY PILOTS              |           |                         |                     |           |                               |
| Cheetah X                                 | P.A179040/AS41121 |                     | INST.                              | NIGHT     | ON TYPE                 |                     | TOTAL     |                               |
|   | S.A225471/AS42298 |                     |                                    |           | SOLO                    | DUAL                | SOLO      | DUAL                          |
|   |                   |                     | <b>13</b>                          | <b>14</b> | <b>22</b>               | <b>44</b>           | <b>56</b> |                               |
|   |                   |                     |                                    |           |                         |                     | <b>96</b> |                               |

COMMAND

MONTHS

STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
1  
FORCE LANDING  
LANDING  
TAKE-OFF  
FLIGHT  
STATIONARY  
FATAL  
INJURY  
3RD  
5  
N

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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 RAF M N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Solo Night flying

NATURE OF ACCIDENT:

Took off to do two circuits and landings. At start of downwind leg a light, thought to be landing light was seen lighting up a large area inside cloud. Navigation lights could then be seen descending until half way between base of cloud and ground. Levelled off at very low altitude and continued downwind leg. A minute or two later large flash of flame was seen on ground approx. 2 miles from where A/C was last seen.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

*19. Out of Control, g*

SECONDARY OR CONTRIBUTORY FACTORS:

~~19. Bad weather.~~

~~32. Pilot error.~~

*29. Fire in crash*

H. C. A. F. L. 20 (REVISED)  
7M.4-43 (3202) K. P. 5051  
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

All fire took place after impact.

*10-11-1951*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 149

On evidence available, this accident appears to be due to inexperience and error in judgment on part of a definitely below average pilot, while flying in adverse weather conditions at night.

CONCLUSIONS OF A.I.B.

Agree.

ACTION TAKEN:

N.A.