

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw	COM. 4	PLACE M.A.	DATE 13-3-44	TIME 1115	COMMAND		
	A/C TYPE OXFORD II		NO. A913	CRASH CAT. "A"		H.Q. FILE 1300-QW913-1	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Van Der Biesen Van Barham Douglas.		LAC	1814929	P.P.	Killed	NO. A278 DATE 13-3	
						D 14 (REVISED)	
						NO. CHECKED	
						#8	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT
Cheetah X(RT) RC21/A.159142 Serious			INST.	NIGHT	ON TYPE		TOTAL
Cheetah X(RT) RC3633/A268228			11	5	SOLO 1	DUAL 9	SOLO 45 DUAL 47
ACCIDENT CLASSIFICATION							

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TYPE OF A/C
TYPE OF UNIT
CATEGORY

MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ
INJURY

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

PURPOSE OF FLIGHT:

Routine Training Flight.

TECHNICAL OFFICER'S REPORT:

NIL.

NATURE OF ACCIDENT:

Pupil was observed coming in to land After passing aerodrome control pilot he commenced to take overshoot action. the port engine did not open up. A/C gained height, turned to left, then nose dropped and a/c dived, nose first, into ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2294

CAUSE: Loss of control with contributory factors of port engine failure, inexperience and possible panic of pupil.

REMARKS OF C.O. I concur.

CONCLUSIONS OF A.I.B.: Loss of control due to engine failure while attempting to overshoot.

NOTE 1 : Investigating Officer stated that airframe and aero engine log books had not been impounded following the accident.

CLASSIFICATION:

18. Loss of control

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SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL