

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw		COM. 4	PLACE 1 mile S.W. of M.A.		DATE 24-5-44	TIME 0135			
A/C TYPE OXFORD II		NO. AS514		CRASH CAT. A	S.E.	M.E. X	DAY	NIGHT X	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
MORLEY, F.		P/O	163765	FI	Uninj.		No.	DATE	
VAN DER WILLIGEN, J.F.		LAC	1814941	PP	Uninj.		A541	24-5	
							D 14 (REVISED)		
							No.	CHECKED	
							6		
							#13		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Cheetah X	A225983/AS42810		serious	INST.	NIGHT	ON TYPE		TOTAL	
	A159544/RC423					SOLO	DUAL	SOLO	DUAL
			64	36	107	95	186	183	
			26	21	49	75	82	136	

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY  
3RD  
5  
M 2

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

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  
TYPE OF UNIT  
CATEGORY

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

S.B.A. night flying exercises 10 & 11

OFM / PDM / ATC

NIL

NATURE OF ACCIDENT:

Pilot carried out usual take-off but was unable to assume climbing attitude when airborne due to reported jamming of elevator control. As no altitude could be gained pilot switched off engine and landed straight ahead in field about 1 mile from aerodrome.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*See Inspector of accidents report No 44.  
No 4 T.C.*

CLASSIFICATION:

~~14. Misuse of controls.~~

*16. Others.*

SECONDARY OR CONTRIBUTORY FACTORS:

*REF. H.P. also report No 197*  
It is fairly evident that this accident was caused by pilot error and possibly when he found he was not climbing normally, he became confused. One point is that even if the a/c would not climb or respond to the controls, raising of the u/c would cause the a/c to adopt a climbing attitude or at least keep it in level flight. This was not even attempted.

ACTION TAKEN:

NIL