

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

ACCIDENT CLASSIFICATION

UNIT 32 E.F.T.S. Bowden, Alta.	COM. 4	PLACE 8 Miles South West of Bowden Airport.	DATE 21-7-44	TIME 1400
A/C TYPE CORNELL II		NO. 14393	CRASH CAT. "A"	H.Q. FILE 1100-143-93
		S.E. X	M.E.	DAY X
		NIGHT		

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Roebuck, J.S.	P/O	164957	F.I.	Dangerously	NO.	DATE
Lonhurst, F.C.	LAC	1808051	P.P.	Slightly	A127	21-7
					D 14 (REVISED)	
					NO.	CHECKED
					4	
					# 12	

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS							
		INST.		NIGHT		ON TYPE		TOTAL	
		DUAL	SOLO	DUAL	SOLO	DUAL	SOLO	DUAL	SOLO
Ranger 6-440C-5	2 7232/5639	Totally							
		48	32	35	71	174	169		
		-	-	9	2	21	2		

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 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:

Dual ab initio.

NATURE OF ACCIDENT:

A/C observed to commence turn whilst low flying; stalled and crashed into ground.

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

120C/AOC/PSF/LN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Inexperience on part of instructor in that he stalled or allowed his pupil to stall a/c, in turn at low altitude.

RECOMMENDATIONS: Recommend that the importance of a safe margin of airspeed over stalling point and of flying accurately in turns at low altitude when flying over ground levels of 3000' above sea level be continually stressed particularly to inexperienced pilots.

CONCLUSIONS OF IIT.B.: A/C stalled in turn at low altitude. There is no evidence which shows which were at controls at time of accident. NOTE 1. Flights at this unit are authorized on chat, later transcribed on F. 17. Chat showed dual only and did not set out Seq. to be demonstrated as it should have. C.A.P. 100 Sec. 1, para.4 provides in part that "all flights" carried out are to be authorized on form, F.17.

ACTION TAKEN:

SUMMARY No. 2422