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REPORT OF W. B. CARSS jr. Commercial Pilot.

On July 7th, 1947, I took off from Kamsack for Arran, Sask. a distance of 25 miles and landed there shortly after noon. There was a picnic just at the north end of town which I had been requested to attend. I contacted Mr. Sigorsky and he said there were two fields close to the picnic grounds that I could use - one field being north and south and the other east and west. The wind was in the south south-east and, after examining the two fields, I decided to use the north-south field which was situated just west of the picnic grounds. I started to fly passengers from the field about 2 o'clock and continued to fly until about 5 o'clock. I then discontinued for about an hour or an hour and a half. Having refueled the plane, I commenced flying again about 6.30 o'clock. I made several trips and then when I tried to gain altitude on this particular trip I could not do so. The port wing hit the top of a tree, threw the plane out of control and it landed in a bush. I was carrying passengers for hire. I had made about 30 trips from the same field during the afternoon. The aircraft was last inspected on June 30th by Austin Ingham at Yorkton, Sask. The total time on the engine was 308 hrs. 15 min. It had been completely overhauled in Winnipeg between May 2nd and 15th, 1947. and was certified airworthy on May 19th by H. Wood. It had flown less than 70 hrs. since that time. It had flown approximately 17 hrs. since being inspected on June 30th. Fuel used in the plane was 80 octane Aviation B.A. excepting very occasionally when I had to refuel where this gasoline was not available, in which event I used the best motor car fuel. The runway was approximately 340 yards in length. It was level and I had heading directly into the wind which was gusty averaging about 20 miles per hour. The temperature at the time had been 75 and 80 Fr. At the time of the crash, I had three children in the aircraft. Weight of the children would be not more than 230 lbs. My own weight is 180 lbs. I had 4 gals. of gas at the time. The dual control was disconnected. My opinion of the cause of the accident was that the wind must have dropped suddenly or a possible down - draft because I had no previous difficulty in taking off all afternoon. My last medical was on Feb. 20th, 1947 at Yorkton.

W. B. Carss Jr.