

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. SURFS.	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UND/TD	1	PRIMARY	1	HAND O.	1	INSTS.	1	WEATHER	1	DRKNS.	1	AL'G SURF.	1	OTHER	1	UND/TD	1	PRIMARY	1	TAXING	1	LANDING	1	TAKE-OFF	1	FLIGHT	1	STAFFRY	1	FATAL	1	INJ.	1	3RD.	1	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	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Conversion dual from Anson to Harvard A/C.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C was seen to stall from gliding turn during practice forced landing-approach and crashed. Wings showed signs of considerable icing after crash.

PRIMARY CAUSE:

~~Pilot failed to realize the danger of stalling when airfoils were iced, and continued with demonstration.~~

*19. Out of Control*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Stalling of the A/C in a turn near the ground due to icing conditions.~~

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

*1402 / P... / S... / N... / W...*

COURT OF INQUIRY

*AM-I / W... / A...*

DATE: 21-1-42

COMPOSITION:

W/C	B.G. Carr-Harris	No. 12 T.D.
F/L	A.H. Sims	No. 14 S.F.T.S.
F/O	R.O. Spiller	No. 14 S.F.T.S.

RECOMMENDATIONS:

That all pilots be again warned to avoid flying in icing conditions, and of the extreme danger and serious effect that icing has on the performance and stalling characteristics of their A/C under these conditions.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Conclusions of A.I.B.

Wing icing causing stall above A/C's normal stalling speed. It is possible that this was clear ice & the pilot was not aware of its presence.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_