

32 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	C D	CATEGORY	TYPE OF ENGINE	TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	JUL TECH. DISOB. NEG NCE INEXP NCE MISCEL. INSTRUCT. FLT CONTR. OTHERS PRIMARY FL CONTR. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UNDTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UNDTD PRIMARY HAND Q. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UNDTD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STRTY FATAL INI. 3rd.									
											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								
CAUSES OF ACCIDENTS																			
UNIT	COM.	PLACE	DATE	TIME	26-1-42	16:15	Near Hainesville, Ontario.	1100-2887	H.Q. FILE	26-1-42									
A/C TYPE	No.	CRASH CAT.	DAY	NIGHT	Harvard	2887	A	x	x	S.F.T.S. Uplands, Ont.									
NAME	RANK	NO.	DUTY	INJURIES	SERIOUS	FATAL	INJURY	CARD SERIAL NO.	LAC Johnston, J.H.A.	LAC R96082	PP	Killed	2						
NAME	RANK	NO.	DUTY	INJURIES	SERIOUS	FATAL	INJURY	CARD SERIAL NO.	" McCool, D.E.	LAC R103062	PP	Killed	2						
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	Harvard	2887	Total	30	12	45	58	77	93
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	Wasp	4216	Total	30	12	45	58	77	93
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE	A694	26-1-42												
NATURE OF ACCIDENT																			

DUTY ON WHICH ENGAGED:

Mutual instrument flying

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: *1203/700/702 ✓*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

LAC Johnston was pilot of A/C and LAC McCool was authorized to practise instrument flying. A/C was flown in low aerobatic manoeuvres at Hainsville, Ont. Aircraft crashed during these manoeuvres out of control.

PRIMARY CAUSE:

~~Attempting to execute aerobatics when at too low an elevation.~~

DATE: Court of Inquiry

27-1-42

COMPOSITION:

Pres. S.L.(C471) Kennedy, H.M. R.C.#.F. Rockliffe
Mem. F/O.(C3127) Morris, H.K. "
P.O. (J8146) Saville, J.W. "

RECOMMENDATIONS:

Endeavour to place student pilots at Training Schools well removed from their home districts. Have newspapers carry request for communities to immediately report any cases of low flying (Appendix "E").

ACTION TAKEN:

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

Nil
Conclusions of A.I.B.

IT IS NOT CONSIDERED THAT THERE IS SUFFICIENT EVIDENCE TO JUSTIFY THE FINDING AND IT IS CONSIDERED THAT FURTHER EVIDENCE MUST HAVE BEEN AVAILABLE. IT IS FURTHER CONSIDERED THAT THERE IS NO EVIDENCE IN THE COURT TO JUSTIFY THE STATEMENT OF THE COURT, APPENDIX "E" 1ST PARAGRAPH. THIS WAS A DUAL CONTROL AIRCRAFT AND OUTSIDE OF THE AUTHORIZATION SHEET THERE IS NO EVIDENCE AS TO WHO WAS FLYING THE AIRCRAFT AT THE TIME OF THE CRASH. FOR THESE TWO REASONS THE COURT IS BEING RETURNED.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Lost control of aircraft too close to ground (Appendix "E")~~

4/3 Unauthorized low flying

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____