

32	JU.	31	TECH.	30	DISOB.	29	NEG. INC.	28	INEXPR.	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTR.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SWD OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'R SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTR.	3	MISCEL.	2	UNDTD	19	PRIMARY	17	HAND O.	16	INSTS.	15	WEATHER	14	DRKNS.	13	ALIG SURF.	12	OTHER	11	UNDTD	10	PRIMARY	9	TAXIING	8	LANDING	7	TAKE-OFF	6	FLIGHT	5	STATION	4	FATAL	3	INJ.	2	360.	1	RAE	1	5	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
PILOT												OTHERS												AIRFRAME FAILURE												ENGINE FAILURE																																																																																														
CAUSES OF ACCIDENTS																																																																																																																																		
UNIT <b>C.F.S. Trenton, Ont.</b>				COM. <b>#1</b>				PLACE <b>7 miles NW of Frankford, Ontario.</b>				DATE <b>20-2-42</b>				TIME <b>1300</b>																																																																																																																		
A/C <b>Fawn</b>				No. <b>283</b>				CRASH CAT. <b>A</b>				SE <b>x</b>		ME		DAY <b>x</b>		NIGHT																																																																																																																
NAME								RANK		No.		DUTY		INJURIES								SERIOUS																																																																																																												
<b>Harisch, C.F.</b>								<b>P/O</b>		<b>J3226</b>		<b>P</b>		<b>Killed</b>								FATAL		INJURY																																																																																																										
<b>Douglas, J.D.</b>								<b>P/O</b>		<b>R90690</b>		<b>P</b>		<b>Killed</b>								<b>2</b>																																																																																																												
																CARD SERIAL No.				<b>115</b>																																																																																																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																						
<b>Fawn</b>		<b>283</b>		<b>Total</b>								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																																																																																																												
<b>Civet</b>		<b>548</b>		<b>Total</b>								-----		-----		9		40		122		216																																																																																																												
												---		12		40		31		78		82																																																																																																												
SIGNAL No. & DATE				UNIT No. & DATE				COM No. & DATE				REPORT				FILE				DATE																																																																																																														
<b>A2</b>				<b>20-2-42</b>																																																																																																																														
NATURE OF ACCIDENT																																																																																																																																		

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Instructional

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

100/AUC/PAK

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Aircraft appears to have spun into ground & inverted. *again*

COMPOSITION: ~~70~~

RECOMMENDATIONS:

Classroom instruction be given to all pilots for the recovery from all position of inverted flight. Instructions given at regular intervals in Abandon aircraft drill. Warmer clothing given to personnel engaged on crash work.

PRIMARY CAUSE:

~~Faulty manipulation of a/c controls by the pilot in that he failed to recover from a position of inverted flight.~~

ACTION TAKEN:

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

Evidence does disclose a certain laxness in regulation at Trenton.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

*9. Out of Control*