

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
JU.	TECH.	DISOB.	NEG/NCE	INEX/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.	UND/TD	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PRIMARY
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE																					
5 S.F.T.S.				1 1/4 miles N.W. of M.A.		8-5-42		1915		1100-68-35																					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Anson 1		6835		A				x		x																					
NAME				RANK		No.		INJURIES				SERIOUS																			
Coleman E.A.				SGT. R104890		SP.		Killed.				FATAL		INJURY																	
Planche J.P.				LAC. R121318		P.P.		"				3																			
Paris G.D.				LAC. R118365		P.P.		"																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Anson 1		6835		Totally								INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
Cheetah IX		AS32081/177600		Totally		E.P.		23:55 14:00		64:10 81:55		90:55 132:10																			
		AS32066/177585		Totally		G.D.F.		13:15 11:05		33:55 35:30		83:55 68:30																			
						G.P.P.		17:20 11:10		35:30 26:30		77:25 60:55																			
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE															
A-50 9-5-42																															
NATURE OF ACCIDENT																															

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 LANDING  
 TAKEOFF  
 FLIGHT  
 STAT BY  
 FATAL  
 INJ.  
 3RD.  
 S

HAND  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'S SURF  
 OTHER  
 UND/TD  
 PRIMARY  
 TAKING  
 LANDING  
 TAKEOFF  
 FLIGHT  
 STAT BY  
 FATAL  
 INJ.  
 3RD.  
 S

DUTY ON WHICH ENGAGED:

A/C test prior to night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 9-5-42

0027A-2711/42

COMPOSITION: W/C R.L. Burnett (RAF) 16 S.F.T.S. Hagersville

F/L D.D. Thomson 5 S.F.T.S. Brantford

F/O J.R. Veit 5 S.F.T.S. Brantford

F/O W.F. Wright No. 1 T.C. Toronto

RECOMMENDATIONS:

It is suggested that an order be issued from Command Headquarters to the effect that a Staff Pilot should have flown not less than 250 hours before being allowed to act as safety pilot on blind take offs.

ACTION TAKEN:

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

Conclusions of A.I.B.

The practice at this school of allowing inexperienced staff pilots to give instrument take offs to student pilots is open to censure.  
(See file for remarks)

On T.O.

NATURE OF ACCIDENT AND PLACE OF CRASH:

Aircraft made a steep turn to the left, nose dropped, aircraft side-slipped into the ground, landed on port wing tip, cartwheeled and landed on its back having travelled about 100 feet from point of first striking the ground.

PRIMARY CAUSE:

~~Error in judgment on the part of Sgt. pilot E.A. Coleman who when acting as safety pilot during an instrument take off allowed the pupil to get into a difficult position when near the ground.~~

~~OUT OF CONTROL~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Failure on the part of Sgt. Pilot E.A. Coleman to take over control, and recover from this position in time to avert a crash.~~

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

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