

CATEGORY A B C D	TYPE OF ENGINE 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	TYPE OF A/C 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	TECH. DISB. NEG. INCE INEV. INCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. 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. IN SYS. ENG. STR. AIRSCREW A ENG. CONTRS. MISCEL. UND. TD PRIMARY HAND. Q. INSTS. WEATHER DRINKS. ALG. SURF. OTHER UND. TD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. INJ. 3RD. INJ.	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: Wireless S. Guelph, Ont. COM. 1 PLACE 2 miles East of Simcoe DATE 17-6-42 TIME 0830 H. Q. FILE 1700-49-12 A/C TYPE Menasco Moth No. 4912 CRASH CAT. A SE X ME DAY NIGHT X NAME Hammill A.D. RANK SGT. No. R80083 DUTY SP. INJURIES Killed. SERIOUS FATAL INJURY Lippincott R.T. RANK LAC. No. R96414 DUTY WAG INJURIES Slightly injured. SERIOUS 1 1 CARD SERIAL NO.	MISC. CAUSES TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE HOURS FLOWN BY PILOTS Menasco Moth 4912 Total Menasco D-4 4133/18213 Serious INST. NIGHT ON TYPE TOTAL LAST 6 MOS. DUAL SOLO DUAL SOLO NA	SIGNAL No. & DATE B-544 17-6-42 UNIT No. & DATE COM. No. & DATE REPORT FILE DATE NATURE OF ACCIDENT
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DUTY ON WHICH ENGAGED:

Routine W/T training exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot descended to a low altitude and was apparently doing low flying close to a railway track and a freight train when the Pilot made a steep left turn, stalled and spun into the ground.

DATE: 17-6-42

COMPOSITION:

100/100/100

F.O. J.A. MacKelvie

No. 1 Training Command,
Toronto.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Disobedience of station flying orders in that the pilot was executing steep turns at a very low altitude.~~

19. Out of Control.

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

Aircraft stalled or slipped in a steep turn near the ground when Staff Pilot deliberately engaged in unauthorized low flying.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Due to heavy wing loading, the a/c stalled or slipped in a steep turn close to the ground and struck the ground out of control.~~

42. UNAUTH. LOW FLYING.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____