

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
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																							
41 S.F.T.S.		# 2		Main Aerodrome		25-10-42		1610																							
Weyburn, Sask.						H.Q. FILE		1300-IT444																							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Harvard		FE 444		A		x		x																							
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
Williams, H.			F/L		66525		PT		Killed				FATAL		INJURY																
Whittaker, H.			SGT		1319971		PT		Killed				2																		
													CARD SERIAL No.																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Harvard		FE444		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS											
Wasp 12878/12-742		Total										53		106		82		4019		87		1127									
												42		27		112		303		142		338									
																						480									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
A 170				25-10																											
NATURE OF ACCIDENT																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

CAUSES

STAGE OF FLIGHT

UND/TPD

HAND Q.

INSTS.

WEATHER

DRKNS.

AL/G SURF.

OTHER

UND/TPD

PRIMARY

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD.

5 A.

K.

DUTY ON WHICH ENGAGED:

Local flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

1400/400/PSJ ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27-10-42.

COURT OF INQUIRY

COMPOSITION:

F/L Sharpe, E.W.C. (C2797) 2 Training Command

Headquarters, Winnipeg.

Aircraft stalled and failed to recover from spin. Pilot on exhibition flight over aerodrome came in to land but changed his mind, pulled up wheels and flaps and went up again, did a stall turn at 1500 feet, went into a tight spin during which the pilot was unable to recover in time ~~MEMORANDUM~~ and A/C crashed just as it straightened out.

RECOMMENDATIONS:

As there was no good reason for a pilot with this pilot's experience on Harvards to have allowed his A/C to stall, no recommendations are made, though it is suggested that had the pilot been following the normal circuit on his apparent initial approach to land, and had he, when this was apparently frustrated, carried out the normal circuit before returning to land, no accident would probably have resulted.

PRIMARY CAUSE

~~Pilot permitted A/C to stall at low altitude, probably cause he permitted his attention to be distracted by people on the ground.~~

ACTION TAKEN:

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

Out of Control

CONCLUSIONS OF A.I.B.

Agree with the Findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C stalled at low altitude and spun into ground.~~

RECORDED BY

DATE

CHECKED BY

DATE