

CATEGORY	TYPE OF ENGINE	TYPE OF A/C	CAUSES OF ACCIDENTS												MISCELLANEOUS CAUSES	STAGE OF FLIGHT		
			PILOT	OTHERS	AIRFRAME FAILURE						ENGINE FAILURE							
			UNIT <b>14 S.F.T.S.</b> COM. <b># 3</b> PLACE <b>8 miles S.E. Aylmer.</b> DATE <b>1-10-42</b> TIME <b>1545</b>															
			Aylmer, Ontario H.Q. FILE <b>1700-3429</b>															
			A/C TYPE <b>Yale</b>	CRASH CAT. <b>3429</b>			SE <b>A</b>	ME <b>x</b>	DAY <b>x</b>	NIGHT								
			NAME		RANK	NO.	DUTY		INJURIES		SERIOUS							
			<b>Smith, D.</b>		<b>P/O</b>	<b>J11977</b>	<b>FI</b>		<b>Killed.</b>		FATAL	INJURY						
			<b>McKinnon, J.</b>		<b>LAC</b>	<b>R133670</b>	<b>PP</b>		<b>Killed.</b>		<b>2</b>							
			CARD SERIAL No.															
			TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE															
			<b>Yale 3429</b>		<b>Total</b>						HOURS FLOWN BY PILOTS							
			<b>150/0/12668 Total.</b>								INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.	
													DUAL	SOLO	DUAL	SOLO		
			SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE					
			<b>A 230 1-10</b>															
NATURE OF ACCIDENT																		

DUTY ON WHICH ENGAGED:

Sequences 6-7-8-10.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft crashed in low flying area. The engine was running normally when suddenly it went into a spin and continued spinning until it landed in a vertical position in a clump of trees.

DATE: 2-10-42.

COMPOSITION:

S/L Webster E.T. No. 9 S.F.T.S. Centralia, Ont.

1200 ~~WSE/L/N~~

PRIMARY CAUSE:

Obscure.

*Lost of Control*

RECOMMENDATIONS:

IT IS RECOMMENDED THAT FLYING INSTRUCTORS BE CONSTANTLY WARNED OF THE POSSIBILITY OF STALLING AND THE RESULTANT SPINNING WHILST CARRYING OUT LOW FLYING DEMONSTRATIONS. IT IS SUGGESTED THAT, BEFORE COMMENCING TO INSTRUCT, AN INSTRUCTOR ARRIVING ON A NEW STATION SHOULD BE GIVEN A CHECK FLIGHT BY EITHER THE CHIEF INSTRUCTOR, SQUADRON COMMANDER OR EXAMINING OFFICER AND THEN ALLOWED TO PRACTICE FOR TWO HOURS ON EACH TYPE OF A/C WITH WHICH THE SCHOOL IS EQUIPPED IF CHANGING FROM SCHOOLS

USING THE SAME TYPE OF A/C; TEN HOURS WITH ANOTHER CHECK FLIGHT IF CHANGING FROM SCHOOLS USING DIFFERENT TYPES OF A/C. ALSO BEFORE STARTING TO INSTRUCT ON THIS NEW TYPE, HE SHOULD RECEIVE ANOTHER CHECK FLIGHT BY ACTION TAKEN: ONE OF THE ABOVE.

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

Nil.

CONCLUSIONS OF A.I.R.

AGREE WITH THE FINDINGS AND THE OBSERVATIONS OF THE INVESTIGATING OFFICER AND OF THE A.O.C.

THIS ACCIDENT WAS DUE TO AN INSTRUCTOR, ON HIS FIRST FLIGHT IN THE TYPE AS INSTRUCTOR, STALLING ON A TURN AT LOW ALTITUDE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C spun into ground. It is possible that this spin may have developed from either stalling in a turn or in level flight although there is no evidence to prove this contention.

RECORDED BY

DATE

CHECKED BY

DATE