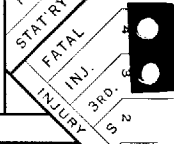


32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TYPE OF ACCIDENT		CAUSES OF ACCIDENTS										MISCELLANEOUS CAUSES																			
TYPE OF A/C		TYPE OF ENGINE										STAGE OF FLIGHT																			
PILOT		AIRFRAME FAILURE										ENGINE FAILURE																			
OTHERS		HAND.O.										INSTS.																			
UNIT 14 S.F.T.&		COM. # 1										PLACE 1 mile N.W. of M.A.																			
Aylmer, Ontario		DATE 5-12-42										TIME 2215																			
A/C TYPE Harvard II		No. 2952										HOURS 1700-2452																			
NAME Smith, J.C.		RANK AUS										No. LAC 410176																			
DUTY PP		DUTY PP										INJURIES Killed.																			
SERIOUS		SERIOUS										SERIOUS																			
FATAL INJURY		FATAL INJURY										FATAL INJURY																			
CARD SERIAL NO.		CARD SERIAL NO.										CARD SERIAL NO.																			
TYPE A/F & ENGINE Harvard II		No. 2952										EXTENT OF DAMAGE Total																			
Wasp A4756/9626		No. Total										EXTENT OF DAMAGE Total																			
SIGNAL No. & DATE A 278 6-12		UNIT No. & DATE										COM. No. & DATE																			
REPORT		REPORT										FILE																			
DATE		DATE										DATE																			
NATURE OF ACCIDENT																															



DUTY ON WHICH ENGAGED:

Sequences 6-7-8 Night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft apparently spiralled into ground shortly after take-off.

DATE: 6-12-42.

COURT OF INQUIRY

COMPOSITION:

F/L MacKelvie, J.A. No. 1 Training Command, Toronto.

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~Inability to maintain or recover equilibrium by instruments while night flying.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

IT IS TO BE NOTED THAT THIS PUPIL PILOT WAS REGARDED AS A "BELOW AVERAGE" FLIER. ON THE COMPLETION OF HIS ELEMENTARY FLYING TRAINING COURSE THE FOLLOWING NOTATION WAS MADE:- "AEROBATICS POOR, ALL FLYING WEAK." THE EVIDENCE OF HIS INSTRUCTOR AT SERVICE FLYING SCHOOL SHOWED THAT HE WAS FAIRLY GOOD ON INSTRUMENTS BUT QUITE SLOW. IT WOULD THUS SEEM THAT WHEN HE WAS CONFRONTED WITH A SITUATION THAT WAS A BIT UNUSUAL HE COULD NOT RECOVER CONTROL QUICKLY ENOUGH.

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14. OUT. OF CONTROL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C failed to recover from spiral turns, lost altitude and crashed.
Possibility pupil pilot had made premature "up" selection of U/C which distracted his attention from the instruments.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____