

19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	TECHN.	DISOB.	NEG/NCE	INEXP/NCE	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.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INI.	3RD.	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	CAUSES OF ACCIDENTS																																																	
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	UNIT	14 C.F.T.C.	COM.		PLACE		DATE	1-1-40	TIME	2345	H.Q. FILE	7700-2754																																							
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	A/C TYPE	Wasp II	No.	2754	CRASH CAT.		SE		ME		DAY		NIGHT																																							
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	NAME	Needles, H.R.	RANK	Lt Col	No.	138001	DUTY	pp	INJURIES				SERIOUS																																								
6	7	8	9	10	11	12	13	14	15	16	17	18	19											FATAL	INJURY																																										
7	8	9	10	11	12	13	14	15	16	17	18	19																																																							
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21	22	23	24	25	26	27	28	29	30	31	32	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE																																																		
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

TURNS, TAKING OFF INTO WIND, ENGINE ASSISTED APPROACHES AND LANDINGS.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: JAN. 6, 1943

A/C TOOK OFF, CLIMBED TO 400' TO 500'.

COMPOSITION:

TURNED RIGHT DEVELOPED INTO SPIRAL DIVE AT 45 DEGREES ANGLE, A/C STRUCK GROUND WITH ENGINE RUNNING, CARTWHEELED AND DISINTEGRATED

F/L MCKELVIE, J.A. NO. 1 T.C.

RECOMMENDATIONS:

GREATER EMPHASIS ON INSTRUMENT FLYING AND PARTICULARLY PROMPT AND ACCURATE RECOVERY FROM UNUSUAL POSITIONS BEFORE SENDING PUPIL PILOTS SOLO AT NIGHT.

PRIMARY CAUSE:

~~21. INABILITY TO MAINTAIN EQUILIBRIUM.~~

UNIT TRAINING MEMORANDUM WAS CIRCULATED AMONG THE FLYING INSTRUCTORS OF No. 14 S.F.T.S., STRESSING THE IMPORTANCE OF INSTRUCTION IN THE RECOVERING FROM UNUSUAL POSITIONS AND REQUIRING INSTRUCTORS TO DETAIL THE RECORDING OF THIS SEQUENCE OF INSTRUCTION ON THE F.17 AFTER IT HAS BEEN CARRIED OUT ON AN INSTRUMENT FLYING PRACTICE FLIGHT.

ACTION TAKEN:

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

(A) NIL

(B) CONCLUSIONS OF A.I.B.

AGREE WITH FINDINGS.

WHILE AGREEING WITH THE FINDINGS IT IS QUESTIONABLE WHETHER THIS PUPIL WITH ONLY 4 HOURS AND 20 MINUTES NIGHT SOLO SHOULD HAVE BEEN SENT SOLO WHEN SNOW WAS FALLING ON A DARK NIGHT. THE WEATHER HAD DETERIORATED FROM THE TIME OF HIS FIRST SOLO THAT EVENING.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

INEXPERIENCE

~~SPIRAL DIVE DEVELOPED AND A-C CRASHED~~

19. Out of Control