

19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																																										
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6	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
JU	TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	S.	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1										
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS										MISCELLANEOUS										STAGE OF FLIGHT																																			
UNIT		No.13 S.F.T.S. St. Hubert, P.Q.		COM.		# 3		PLACE		Near St. Amable, Que.		DATE		17-3-43		TIME		1630		H.Q. FILE																																																											
A/C TYPE		Harvard II		No.		3071		CRASH CAT.		A		SE		ME		DAY		NIGHT		SERIOUS																																																											
NAME		Manuel, J.H.		RANK		AUS LAC		No.		421120		DUTY		PP		INJURIES		Killed		FATAL										INJURY																																																	
																				1																																																											
																				CARD SERIAL No.																																																											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		HOURS FLOWN BY PILOTS																																																									
Harvard II		3071		Total												DUAL SOLO		DUAL SOLO																																																													
Wasp		4568		Total																																																																											
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																					
A 83		18-3-43										NATURE OF ACCIDENT																																																																			

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Sequences 6, 7, 8, 10, 13, 15, 17, 22.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 18 March/43

INVESTIGATING OFFICER

Pilot allowed his A/C to fall into a spin from aerobatics. He had taken action to recover from the spin but at such a height that the A/C struck the ground in the ensuing dive.

COMPOSITION:

S.L. Draper, G.C., #3 TC HQ

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

59. ~~Obscure.~~

22. Not known

23

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

I do not agree that this A/C spun to the ground. The photographs show definitely that at the moment of impact the A/C was in a straight dive at an angle of about 45 degrees. The accident was, therefore due to the pilot allowing his A/C to fall into a spin from aerobatics. He had taken action to recover from the spin but at such a height that the A/C struck the ground in the ensuing dive.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Spin from which a/c did not recover.~~

RECORDED BY

DATE

CHECKED BY

DATE