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|---------------------------------|--|------------------|---|--------------------|------------------|
| UNIT 36 O.T.U. Greenwood | | COM. EAC | PLACE 6 miles North of Greenwood | DATE 6-3-43 | TIME 1000 |
| A/C TYPE Hudson 111 | | No. BW768 | CRASH CAT. A | SE | ME x |
| NAME | | RANK | No. | DUTY | INJURIES |
| Miles, R.A. | | GB | F/L 43107 | FI | Fatal |
| Proulx, T.D. | | P/O | J21008 | PP | Fatal |
| TYPE A/F & ENGINE | | No. | EXTENT OF DAMAGE | REPORT FORM | SERIAL No. |
| Hudson 111 | | BW768 | Total | | |
| A258035/A258074 | | Total | | | |
| SIGNAL No & DATE | | UNIT No & DATE | COM. No & DATE | REPORT | FILE |
| A-296 | | 6-3-43 | | | |

CAUSES OF ACCIDENTS

PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

NATURE OF ACCIDENT

- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

TYPE OF A/C
TYPE OF ENGINE
CATEGORY

JUL
TECH
DISOB.
NEG-NCE
INEXP NCE
MISCELL
INSTRUCT.
FLT CONTR.
OTHERS
PRIMARY
FL. CONTR.
MOV. SURFS.
STAB SURFS.
W. STRUTS
LAND GEAR
FLOATS
FUSE OR HULL
TAIL SKID OR R
ENGINE MOUNT
MISCELL
UND TD
PRIMARY
FUEL SYS.
COOL SYS.
IGNIT. SYS.
LUB'N SYS.
ENG STR.
AIRSCREW A.
ENG. CONTR.
MISCELL
DROPTD
PRIMARY
HAND Q.
INSTS.
WEATHER
DIRKNS.
ALG SURF.
OTHER
UND TD
PRIMARY
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD.
RAF
K

DUTY ON WHICH ENGAGED:

F/L Miles was giving 1 hr. advanced dual instruction to P/O

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT: Proud DATE: 9 March/43

A/c crashed into side of hill, apparently in the act of pulling out from a dive.

COMPOSITION: ✓

INK

COURT OF INQUIRY

S/L. A.R. Skinner, #36 OTU.
F/L. P.G. Glover, #36 OTC.
F/O. Kay, E.A. (DFC), #36 OTU.

RECOMMENDATIONS:

Nil

CONCLUSIONS OF A.I.B. (871)

(1) A/c on dual instruction crashed while in a dive from a fair height for reasons that are obscure. (2) The evidence does not disclose the reason for the pilot being unable to recover from the dive. (Note) An inspector from the A.I.B. should have been called in to inspect the wreckage.

PRIMARY CAUSE:

~~59. Ob scure~~

~~A/c crashed in act of attempting to recover from a dive, which may or may not have been initiated by one of the pilots.~~

ACTION TAKEN:

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

23. Not known 2 3

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____