

16	6	TECH.	6	DISOB.	5	NEG'VE	5	INEXP'NCE	5	MISCEL.	5	INSTRUCT.	5	FLT. CONTR.	5	OTHERS	5	PRIMARY	5	FL. CONTRS.	5	MOV. SURFS.	5	STAB. SURFS.	4	W. STRUTS	4	LAND GEAR	4	FLOATS	4	FUSE OR HULL	4	TAIL SKID OR W.	4	ENGINE MOUNT	4	MISCEL.	4	UN'DTD	4	PRIMARY	4	FUEL SYS.	4	COOL SYS.	3	IGNIT. SYS.	3	LUB'N SYS.	3	ENG STR.	3	AIRSCREW A.	3	ENG CONTRS	3	MISCEL.	3	UN'DTD	3	PRIMARY	3	HAND O.	3	INSTS	18	WEATHER	18	DRMNS.	18	AL'G SURF.	18	OTHER	18	UN'DTD	18	PRIMARY	18	TAXIING	18	LANDING	18	TAKE-OFF	18	FLIGHT	18	STATRY	18	FATAL	18	INJ.	18	INJURY	18	DING	18	RAT	18	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10	11	11	12	12	13	13	14	14	15	15	16	16	17	17	18	18	19	19	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	30	31	31	32	32
TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	CAUSES OF ACCIDENTS	UNIT 14 Sqdn.	COM.	PLACE	DATE 28-3-43	TIME 1049	Fort Glenn aerodrome	H Q FILE 1300-AK851	A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT	Kittyhawk 1	AK851	A	X	X	NAME	RANK	No	DUTY	INJURIES	SERIOUS	Tomlinson, J.W.Y.	P/O	C14079	P.	Killed	FATAL	INJURY	1	CARD SERIAL NO.	K	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS	Kittyhawk	AK851	Allison V1710/F3R39	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE	161	29-3-43	NATURE OF ACCIDENT																																																																																																				

DUTY ON WHICH ENGAGED:

Initial flight on type.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

1200/100/15F/13/N/12

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C crashed out of control.

DATE: 28 March/43

COURT OF INQUIRY

F/L. G.A. Stiles, #14 Squadron

COMPOSITION:

P/O. R.F. Galbraith, #14 Squadron

P/O. J.G. Housege, #14 Squadron

Circumstances

Pilot of a/c on initial flight took off
flew around aerodrome for 10 or 15 mins.

lost control of his a/c over middle
of aerodrome at approx 1200' & crashed.

A/c totally destroyed by crash & fire.

PRIMARY CAUSE:

19. Out of control.

RECOMMENDATIONS:

All pilots soloing a new type, no matter how
experienced they may be, should not attempt
any dangerous manoeuvre such as a tight steep
turn.

~~18. Loss of control.~~

Cause

~~Pilot executed a steep turn to port so
tightly that a/c flicked onto its~~

ACTION TAKEN:

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

~~back, nose dropped & then a/c continued
its rotation to upright position with~~

19

CONCLUSIONS OF A.I.B. (#897)

Agree with Findings.

~~nose still down. In our opinion pilot did
not take proper steps to recover from en-~~

~~suing stall & hit ground. Both flick &~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~failure to recover from stall were due to
inexperience on this type.~~

29. Fire in crash

29

See summary for details of grounding
of other Kittyhawk pilots by Squadron
Commander.

RECORDED BY

DATE

CHECKED BY

DATE