

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	32	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
P	JU.	TECH.	DISOB.	MES.NCE	INCAP.NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL COMTS.	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. COMTS.	MISCEL.	UND/TD	PRIMARY	HAND.Q	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STAIRY	FATAL	INJ.	3RD.	2ND.	1ST.
PILOT		OTHERS				AIRFRAME FAILURE										ENGINE FAILURE										MISCELLANEOUS CAUSES																								
CAUSES OF ACCIDENTS																																																		
UNIT #2 S.F.T.S. Uplands			COM. 3		PLACE 1/4 mile north of Richmond, Ontario							DATE 28.5.43			TIME 1000				MISCELLANEOUS CAUSES																															
A/C TYPE Harvard II			No. BW.185		CRASH CAT. A		SE x		ME		DAY x		NIGHT		H.O. FILE 1300-BW.185																																			
NAME Baker, W.G.				RANK PO		No. C7115		DUTY PP		INJURIES Killed				SERIOUS		MISCELLANEOUS CAUSES																																		
												FATAL 1	INJURY																																					
												CARD SERIAL No.																																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS								MISCELLANEOUS CAUSES																														
Harvard Wasp		BW.185 7911/4091		Totally		Totally						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																
												11 2		7 5		44 28																																		
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE		DATE		MISCELLANEOUS CAUSES																														
A.108 28.5.43																																																		
NATURE OF ACCIDENT																																																		

DUTY ON WHICH ENGAGED:  
Seq. 6,7,8,10,20.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

TR # 15

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

*INK* ✓

A/c observed at 2 to 3,000 ft. doing spins, and straightened into a steep dive and maintained this at a uniform angle until it struck the ground at a very high speed.

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

32. Pilot error.

Findings of investigation

ACTION TAKEN:

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

Primary: obscure.  
Secondary: Pilot, after spinning, failed to recover from resultant dive.

CONCLUSIONS OF A.I.B. (970)

The primary cause of this accident remains obscure. The pilot failed to recover from a high speed dive, after recovery from a spin.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_