

61 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

ACCIDENT CLASSIFICATION

UNIT 6 S.F.T.S. Dunnville	COM. 1	PLACE 1 mile south Confield	DATE 22-7-43	TIME 1520
A/C TYPE Harvard II	NO. 3115	CRASH CAT. A	H.O. FILE 1700-3115	
			S.E. X	M.E. X
			DAY X	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Penn, L.W.J.	F/O	J21391	FI	Killed	NO.	DATE
Naismith, P.W.	F/O	J13059	FI	Killed	A.3076	23-7
					D 14 (REVISED)	
					NO.	CHECKED
					2	<input checked="" type="checkbox"/>
					74	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
Wasp S3H1	120/9302 Total	INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
		NAISMITH	61	55	20	12	417	303
		- PENN	27	47	382	59	439	113
							441	552

FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STATIONARY
FATAL
INJ.
INJURY 3rd

ACCIDENT CLASSIFICATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 RAF M N

PURPOSE OF FLIGHT:

Instrument Instruction

NATURE OF ACCIDENT:

Aircraft crashed and burned. Seen flying low at very high speed and appeared to come out of a dive and turned steeply to port when stbd. mainplane broke off and aircraft dived into the ground and exploded.

CLASSIFICATION:

~~18. Loss of control~~
7. Loss of control

19

SECONDARY OR CONTRIBUTORY FACTORS:

~~59. Obscure~~
~~28. Structural failure~~
39. Structural failure

39

R. C. A. F. L 20 (REVISED)
7M.4.43 (3202) K.P. 5051
H. G. 885-L 20

TECHNICAL OFFICER'S REPORT:

Nil



COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1084

Cause of loss of control obscure, but probably due to A/C getting into some unusual position during instrument flying, the safety pilot failing to take over soon enough to prevent high speed dive developing, then in the attempted pull out stbd. aileron and mainplane broke away.

"Blackout" or partial "blackout" of the safety pilot and of the pilot under the hood is also considered as a possibility.

RECOMMENDATIONS

That this type of accident be particularly studied by A.I.B. from comments of C.F.I.'s and C.O.'s and pamphlet be issued in conjunction with D.M.S. (Air). This Instructor had not been medically examined since December 1941.

ACTION TAKEN: CONCLUSIONS OF A.I.B. Agree. Obscure.

All pilots in Trg.Cmds. informed to take over control immediately it is suspected that pilot under hood has either lost control or let aircraft get into position from which recovery is difficult.

C. C. LTD. 7084-43