

ACCIDENT CLASSIFICATION

UNIT **13 S.F.T.S.
St. Hubert**

COM. **B**

PLACE **1 mile W of St. Hubert
ground camera range**

DATE **17-8-43** TIME **1345**

H.Q. FILE **1040-R-318**

A/C TYPE

HARVARD IIB

No.

F662

CRASH CAT.

"A"

S.E.

X

M.E.

DAY

X

NIGHT

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

PERSONNEL

Rasmussen, S.A.

RANK

LAC

NUMBER

R179380

DUTY

PP

INJURIES

KILLED

SIGNAL

No.

A.7

DATE

17-8

D 14 (REVISED)

No.

4

CHECKED

No. 62

ENGINE

Wasp 42-10499/22991

ENGINE NUMBER (S)

Nil

HOURS FLOWN BY PILOTS

INST.

28

NIGHT

20

ON TYPE

SOLO

38

DUAL

68

TOTAL

SOLO

66

DUAL

106

ACCIDENT CLASSIFICATION

4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY 3rd
5
RAF
M

PURPOSE OF FLIGHT:

Armament air to ground.

TECHNICAL OFFICER'S REPORT:

No technical failure.

1200/AOC/PM ✓

NATURE OF ACCIDENT:

A/C dove on target in normal manner, commenced pull out from dive, then banked steeply to right, turning 180°, lost altitude and struck power line and crashed, immediately bursting into flame.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO. 2024

Loss of control probably due to "black-out" on pull-out from dive. Pilot was in physically weakened condition following recovery from a bad cold which contributed to "black-out".

Recommendations

Closer liaison between M.O.'s, F.I.'s and Pupils re ailments peculiar to flying. Pupils be advised that any "black-out" symptoms be reported immediately to M.O. Instructors impress proper pull-out from dive on air to ground firing. Fire extinguishers be supplied to target officer at range.

Conclusions of A.I.B. - Agree.

ACTION TAKEN:

CLASSIFICATION:

18. ~~Loss of control.~~

19. *Out of control*

19

SECONDARY OR CONTRIBUTORY FACTORS: