

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

ACCIDENT CLASSIFICATION

UNIT 1 O.TU. Bagotville	COM. E	PLACE On road 2 miles south of St. Honore,	DATE 19-8-43	TIME 1503 GMT
A/C TYPE HARVARD IIB	No. 501	CRASH CAT. "A"	S.E. X	M.E. DAY X
H.Q. FILE 1700-501		NIGHT		

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Frost, R.B.	RAF P/O	1524031	PT	KILLED	No.	DATE
Cook, W.E.	RAF P/O	1524031 328742	PP	KILLED	A.108	19-8
					D 14 (REVISED)	
					No.	CHECKED
					5	<input checked="" type="checkbox"/>
					No.77	

MONTH

FORCED LANDING
TAXYING
LANDING
TAKE-OFF

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		Total		
				SOLO	DUAL		SOLO	DUAL
P & W Wasp	AC42799	Total				281		
			44	25	95	118	128	153
			39	24	76	96	117	131
					172		248	

STAGE OF FLIGHT

FLIGHT
STAT'RY
FATAL
INJ.
INJURY

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61

PURPOSE OF FLIGHT:
Instrument flying.

TECHNICAL OFFICER'S REPORT:

INK ✓

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

While carrying out unauthorized aerobatics, was unable to recover from a half-roll, mushed into the ground at terrific speed, crashed but did not burn. The manoeuvre of diving out of a half-roll was attempted with insufficient altitude for its completion.

CONCLUSIONS OF A.I.B.

Do not agree with findings. The evolution which the a/c was seen to make could have been some loss of control during instrument flying. If the half roll had been deliberate it would have been safer to half roll out again in the height available.

Consider accident should be attributed to loss of control while instrument flying.

CLASSIFICATION:

18. Loss of control.

19. *Out of control* 19

SECONDARY OR CONTRIBUTORY FACTORS:

~~21. Inability to maintain equilibrium on instruments.~~

ACTION TAKEN: