

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	62
ACCIDENT CLASSIFICATION																																																													
UNIT No.1 A.O.S. Malton, Ontario.										COM. # 1		PLACE Milton Heights - subsequent landing at 5 SFTS.										DATE 30-8-43		TIME 0930		COMMAND																																			
A/C TYPE Anson I										NO. 6132		CRASH CAT. C		S.E.		M.E. x		DAY x		NIGHT		H.O. FILE 1100-61-32																																							
PERSONNEL										RANK		NUMBER		DUTY		INJURIES		SIGNAL		MONTH																																									
Huntington, G.A.										SGT		R164599		P		Nil		NO. M385										DATE 30-8																																	
Johnson, J.N.										SGT		R175086		2P		Nil		D 14 (REVISED)		NO. 2		CHECKED <i>X</i>																																							
Huras, E.H.										SGT		R185759		OC		Nil		No.17																																											
ENGINE										ENGINE NUMBER (S)				HOURS FLOWN BY PILOTS								STAGE OF FLIGHT																																							
Cheetah IX										S.AS16781 Nil		P.AS30033 Nil		INST. 43		NIGHT 15		ON TYPE SOLO 13 DUAL 13		TOTAL SOLO 97 DUAL 138																																									
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	62
ACCIDENT CLASSIFICATION																																																													

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STAIRY

FATAL

INJ

3RD

INJURY

5

M 2

PURPOSE OF FLIGHT:

Mutual instrument practice.

TECHNICAL OFFICER'S REPORT:

Aileron failed or collapsed when pilot applied excessive loads to it in recovery from unusual flying position.

NATURE OF ACCIDENT:

Pilot got in steep spiral dive and captain failed to take over soon enough. Spiral became exceptionally steep. Airspeed went up to 260 and in recovery tore off half of right aileron. Made normal landing at 5 S.F.T.S., Brantford.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

1M/HMM

CLASSIFICATION:

32. Pilot error.

SECONDARY OR CONTRIBUTORY FACTORS:

25. Inexperience.

ACTION TAKEN:

Further dual instruction being given before these pilots will be allowed to fly solo.