

| TYPE OF A/C                           |  | TYPE OF UNIT      |  | CATEGORY                  |         | ACCIDENT CLASSIFICATION |           |                  |      |          |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------|--|-------------------|--|---------------------------|---------|-------------------------|-----------|------------------|------|----------|--------|-----------------|---------|--|--|--|--|--|--|--|--|--|--|--|--|
| UNIT No. 17 E.F.T.S.<br>Stanley, N.S. |  | COM. <b>146</b>   |  | PL/CE<br>5 mi. W. of N.A. |         | DATE <b>2-8-45</b>      |           | TIME <b>1830</b> |      |          |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
| A/C TYPE<br>Finch II                  |  | NO.<br>4745       |  | CRASH CAT.<br>A           |         | S.E.<br>X               |           | M.E.             |      | DAY<br>X |        | NIGHT           |         |  |  |  |  |  |  |  |  |  |  |  |  |
| PERSONNEL                             |  |                   |  | RANK                      | NUMBER  | DUTY                    | INJURIES  |                  |      |          | SIGNAL |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
| Wentworth, W.J.                       |  |                   |  | P/O                       | J26465  | P                       | Seriously |                  |      |          | No.    | DATE            |         |  |  |  |  |  |  |  |  |  |  |  |  |
| Lauzon, H.L.                          |  |                   |  | SGT                       | R154041 | PASS.                   | Killed    |                  |      |          | A64    | 3-8             |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | D 14 (REVISED)  |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | No.             | CHECKED |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | 3               | ✓       |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | #3              |         |  |  |  |  |  |  |  |  |  |  |  |  |
| ENGINE                                |  | ENGINE NUMBER (S) |  | HOURS FLOWN BY PILOTS     |         |                         |           |                  |      |          |        | STAGE OF FLIGHT |         |  |  |  |  |  |  |  |  |  |  |  |  |
| Winner                                |  | 6341/1693 Serious |  | INST.                     | NIGHT   | ON TYPE                 |           | TOTAL            |      | FLIGHT   |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         | Sole                    | DUAL      | Sole             | DUAL | STATRY   |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  | 46                        | 36      | 139                     | 52        | 244              | 152  | FATAL    |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  | 48                        | 38      | 219                     | 45        | 320              | 142  | INJ      |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         | 212                     |           | 462              |      | 3RD      |        |                 |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | INJURY          |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | M               |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | 5               |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | 3RD             |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | INJ             |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | FATAL           |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | STATRY          |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | FLIGHT          |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | TAKE-OFF        |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | LANDING         |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | TAXIING         |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | FORCED LANDING  |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | MONTH           |         |  |  |  |  |  |  |  |  |  |  |  |  |
|                                       |  |                   |  |                           |         |                         |           |                  |      |          |        | COMMAND         |         |  |  |  |  |  |  |  |  |  |  |  |  |

PURPOSE OF FLIGHT:

) Testing a/c prior to night flying.

TECHNICAL OFFICER'S REPORT:

Nil

*1200/200/1000*

NATURE OF ACCIDENT:

) A/c seemed to go into spin from a  
) turn at approx. 1000 ft. altitude.  
) Pilot apparently was unable to recover  
) before hitting ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2022

Examination of the a/c following the accident revealed no structural or engine failure not attributable to the crash. Stall in left hand turn causing unintentional spin from which pilot failed to recover in time to avoid hitting the ground.

Conclusions of A.I.B.

The investigating officer, in his remarks, stated that the spin occurred at too low an altitude to permit recovery which appears to have been the case.

CLASSIFICATION:

) **23. Spinning.**

) *19. Out of Control. 19*

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: