

ACCIDENT CLASSIFICATION

UNIT 37 S.F.T.S. Calgary	COM. 4	PLACE 3 miles N.E. of M.A.	DATE 12-10-43 TIME 1600
A/C TYPE HARVARD II		NO. 2631	H.Q. FILE 1700-2631
		CRASH CAT. "A"	S.E. x
		M.E.	DAY x
			NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Lockett, C.A.	GB	SGT 988641	P	Killed	NO.	DATE
Rynn, J.G.	GB	LAC 1459936	PP	KILLED	A.147	12-10
					D 14 (REVISED)	
					NO.	CHECKED
					7	<input checked="" type="checkbox"/>
					#51	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp S3HI	A262248, 12178	totally					
			49	24	428	80	510
			40	21	66	86	99
							138
							124

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
FATAL
FATAL
INJURY
3RD
5
RAF
M

PURPOSE OF FLIGHT:

Safety pilot 19 and FXGF exercise.

TECHNICAL OFFICER'S REPORT:

Investigation.

100/A00/PSF/B/TM

NATURE OF ACCIDENT:

A/C rolled three times at high altitude on the third time did not level off. instead kept rolling and losing altitude rapidly, the nose being lower than the tail.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2120

CAUSE: Failure to maintain or recover equilibrium
RECOMMENDATIONS: All aircrew be warned that Harvard a/c are liable to spin in inverted position and method of recovery therefrom.

CONCLUSIONS OF A.I.B.:

Agree with findings. This a/c undoubtedly fell into an inverted spin which the staff Pilot failed to correct. This is a rare form of accident.

CLASSIFICATION:

~~23. Spinning~~ 19

OUT OF CONTROL

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil