

ACCIDENT CLASSIFICATION

UNIT <b>145 Sqdn.</b>	COM. <b>E</b>	PLACE <b>Torbay,</b>	DATE <b>2-10-43</b>	TIME <b>1828 GMT</b>
A/C TYPE <b>VENTURA V</b>		NO. <b>2160</b>	H.Q. FILE <b>1700-2160</b>	
		CRASH CAT. <b>"A"</b>	S.E.	M.E. <b>X</b>
			DAY <b>X</b>	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Lee, R.L.	S/L	C493	P	Killed	NO.	DATE
Robinson, E.L.	F/L	J9200	P	Killed	<b>A.15</b>	<b>2410</b>
Daunt, A.F.	F/O	J9199	P	Killed	D 14 (REVISED)	
					NO. <b>1</b>	CHECKED
					<b>#1</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS		ON TYPE		TOTAL	
		NIGHT		SOLO	DUAL	SOLO	DUAL
Pratt & Whitney	A263529/2112		Totally				
	5539/7035		"				
		43	46	226	2	2254	177
		63	57	220	9	684	277
		108	64	239	11	640	521

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

- 1
- 2
- 3
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PURPOSE OF FLIGHT:

Practice Instrument flying.

NATURE OF ACCIDENT:

Crashed on take-off. On a duly authorized instr. flying check, Ventura 2160 became airborne; while gaining speed raised the wheels the nose was depressed too far striking stbd. propellor on tarmac, bounced, served to stbd. hitting stbd. wing tip crashed and burned out.

CLASSIFICATION:

57. Miscellaneous

14

SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot Error.

TECHNICAL OFFICER'S REPORT:

*Handwritten signature/initials*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2105

CAUSE: The a/c was thrown out of control after striking propellor on tarmac.

REMARKS OF C.O. Concur.

REMARKS OF A.O.C. OF GROUP Concur. Consider Flight Path area of stumps and stones should be cleaned up for safety of other a/c.

CONCLUSIONS OF A.I B. Pilot's error in judgment. Raising u/c too soon. NOTE: From examination of a/c none of the occupants carried parachutes as no trace of any could be found.

The pilots concerned were taking great risks in order to perfect emergency practice. The fact that the pilot apparently dropped the hood over the head of the pilot just as the a/c was approaching air speed meant that his attention was distracted from the

ACTION TAKEN: control of the a/c just as the pilot Nil was passing through the period of transfer from visual to instrument control. Had throttle been cut when hitting runway fatal accident would have been avoided.