

ACCIDENT CLASSIFICATION												ACCIDENT CLASSIFICATION													
UNIT <b>31 S.F.T.S. Kingston</b>												COM. <b>1</b>		PLACE <b>Sharbotlake Ont</b>						DATE <b>30-11-43</b>			TIME <b>1130</b>		
A/C TYPE <b>HARVARD IIB</b>												NO. <b>FE838</b>		CRASH CAT. <b>"A"</b>		S.E. <b>X</b>		W.E. <b>X</b>		DAY		NIGHT		REQ. FILE <b>1300-FE838</b>	
PERSONNEL						RANK		NUMBER		DUTY		INJURIES				SIGNAL									
Winby, N.						P/O		153119		P		KILLED				NO.		DATE							
Wilkin, I.						ALA		96694		PP		KILLED				C.281		30-11							
												D TO (REVISED)													
												NO.		CHECKED											
																#130									
ENGINE				ENGINE NUMBER(S)				HOURS FLOWN BY PILOTS																	
Wasp AN 1				21085/42/1161Total				INST.		NIGHT		ON TYPE				TOTAL									
												SOLO		DUAL		SOLO		DUAL							
								27		18		89		91		121		128							
								11		2		13		20		33		60							
ACCIDENT CLASSIFICATION												ACCIDENT CLASSIFICATION													

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIVING

LANDING

TAKE OFF

FLIGHT

STATRY

FATAL

INJ

INJURY

3RD

5

RAF

M

PURPOSE OF FLIGHT:

Dual Instruction in Pilot Navigation

TECHNICAL OFFICER'S REPORT:

*TICK ✓*

Nil

NATURE OF ACCIDENT:

A/C was seen to be diving steeply and recovering before final dive from which recovery was estimated to be attempted at about 1000 ft. A portion of the a/c was seen to break away and the remainder of a/c dive steeply with a rotating motion. A/c struck ground at approx. angle of 70 to the horizontal. Engine was heard to be running quite normally. Cloud base was high. Visibility good.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2175

Pilot apparently tried to recover at too low an altitude and in so doing put excessive strain on the mainplanes causing stbd. mainplane to come off.

CLASSIFICATION:

~~28. Structural failure.~~

*20 Flew into ground*  
*20*

REMARKS OF C.I. Accidents

Evidence suggests, altho there is no proof that this accident was due to unauthorized aerobatics. Pilot had been at school one week and was in front cockpit. Structural failure was caused by overstressing in recovery from a high speed dive.

SECONDARY OR CONTRIBUTORY FACTORS:

~~16. Unauthorized low flying or aerobatics~~

ACTION TAKEN:

N.A.

*39 Structural Failure*  
*39*