

62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32

ACCIDENT CLASSIFICATION

UNIT	34 S.F.T.S.	COM.	4	PLACE	6 miles N Severpersons		DATE	12-12-43	TIME	0130		
	Medicine Hat		A/C TYPE		HARVARD II	No.	2742	H.O. FILE	1700-2742			
A/C TYPE		HARVARD II		CRASH CAT.	"A"		S.E.	X	M.E.	DAY	NIGHT	X
PERSONNEL			RANK		NUMBER	DUTY	INJURIES	SIGNAL				
Prihoda, B. . .			E/S	787087	PP	Killed	No.	A.557	DATE	12-12		
							D 14 (REVISED)					
							No.		CHECKED	<input checked="" type="checkbox"/>		
							#48					
ENGINE		ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS								
Wasp S3ii		A213850/11579 Total.		INST.	NIGHT	ON TYPE		TOTAL				
				-	-	SOLO	DUAL	SOLO	DUAL			
						41	64	75	113			

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE OFF
FLIGHT
STAIRY
FATAL
INJ.
3rd
5
2

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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 RAF M 2

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Solo exercises (aerobatics)

NATURE OF ACCIDENT:

A/C crashed and burnt out.

CLASSIFICATION:

~~59. Obscure.~~

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

29. Fire - in crash

TECHNICAL OFFICER'S REPORT:

INA/CN ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 156

CONCLUSIONS : Owing to the lack of direct evidence, the actual cause of accident remains obscure. However, possibility that ballast weights did come adrift in air, resulting in fouling of rudder controls, due to support bracket fracturing, or weights becoming lodged in extreme tail of fuselage, seriously affecting centre of gravity, cannot be dismissed.

Agree. But I think it is unlikely that ballast weights affected the issue.

ACTION TAKEN:

(19)
(24)