

ACCIDENT CLASSIFICATION

UNIT 2 S.F.T.S.	COM. 3	PLACE M.A.	DATE 7-1-44	TIME 1710 hrs
A/C TYPE HARVARD II	NO. AH201	CRASH CAT. "A"	H.Q. FILE 1300-AH201-1	
			S.E. X	M.E. DAY X
				NIGHT

PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
SLASSOP, W.O.	GB	LAC	1523097	P	KILLED	NO. A3	DATE 7-1-44
						D 14 (REVISED)	
						NO.	CHECKED
						#9	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Wasp. S.3hl	4528/3767	Total					
			17	5	8	22	35
							58

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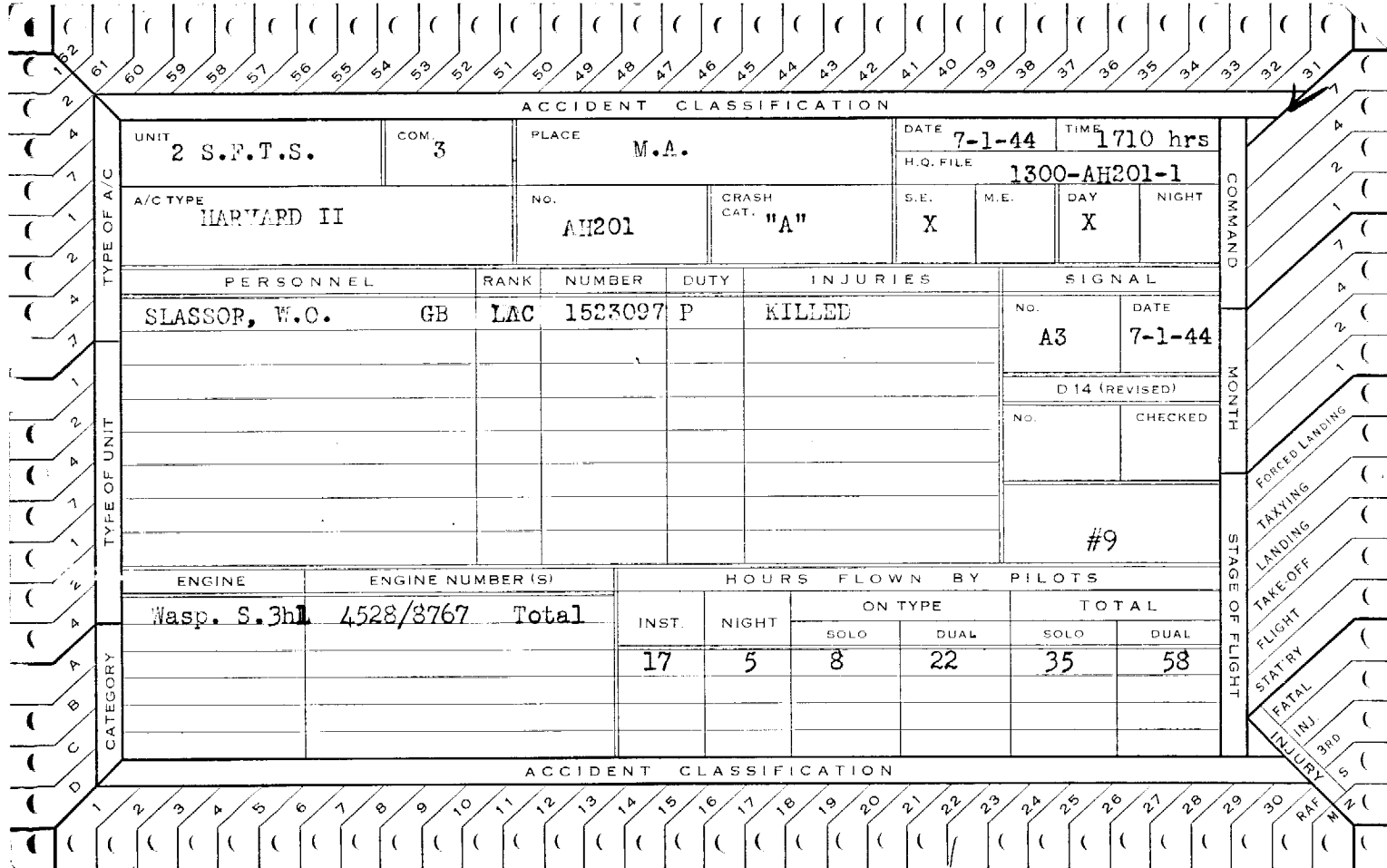
COMMAND  
 MONTH  
 STAGE OF FLIGHT

FORCED LANDING  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATARY  
 FATAL  
 INJ  
 INJURY  
 3RD  
 5  
 4

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Seq. 5,6,7,8,10,11,12,13,14,17,20.

NATURE OF ACCIDENT:

*Control*

A/C, with pupil pilot solo, crashed in right hand spin and caught fire.

The reason for failure to recover from spin is obscure, but in my opinion it was possibly due to the pupil becoming physically incapacitated just before going into the spin or in its early stages.

CLASSIFICATION:

~~23 Spinning.~~

*19 lost of control*

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil.

*100/AOC/PSF/A/N/CN*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2261.

RECOMMENDATIONS: As indicated in remarks, theory of a/c recovery from flat spins on Harvard a/c with dead engine is not generally understood by F.I. therefore recommended that accurate information on phase of spins be given Instructors flying this a/c.

CONCLUSIONS: Agree. NOTE 1 I.O. satisfied that L.A.C. Slassor had received proper and sufficient flying training at Unit including <sup>usual instruction on</sup> recovery from spins in Harvard a/c. NOTE 2: I.O. was also satisfied that Harvard AH201 was serviceable and fit for flight but that there was much room for improvement in keeping of maintenance records. Noted however, that steps had been taken by Unit to effect such improvement.

ACTION TAKEN: