

ACCIDENT CLASSIFICATION

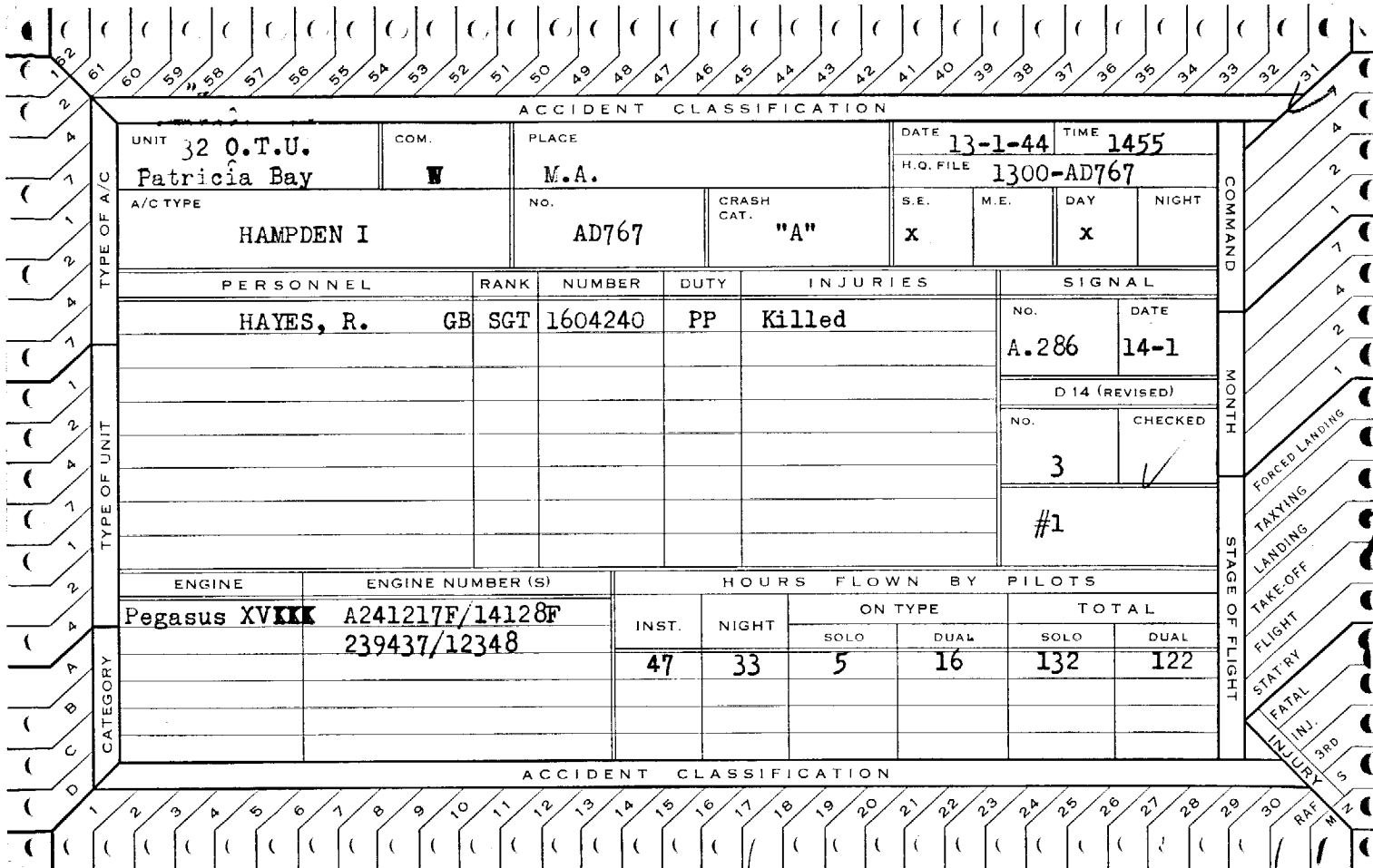
UNIT 32 O.T.U. Patricia Bay	COM. W	PLACE M.A.	DATE 13-1-44	TIME 1455
A/C TYPE HAMPDEN I		NO. AD767	CRASH CAT. "A"	H.O. FILE 1300-AD767
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HAYES, R.	GB SGT	1604240	PP	Killed	No. A.286	DATE 14-1
					D 14 (REVISED)	
					No. 3	CHECKED <input checked="" type="checkbox"/>
					#1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Pegasus XVKKK	A241217F/14128F 239437/12348	47	33	5	16	132	122

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3rd
5



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

104/100/1000

Glide approach - steep turns - forced landing - precautionary landings.

Nil

NATURE OF ACCIDENT:

Witness states: Saw a/c S proceeding E to W. A/C was about 2,000' in height above water. Heard engine clearly and they appeared to be running in perfect order. A/C continued on in a straight line from E to W flying straight and level until it was over Dinner Point. Then it turned to the left in a very flat turn. Had just started to turn when the nose dropped and he continued to turn 90° and by that time the nose was right down and the a/c dived into the ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2275

CIRCUMSTANCES. A/C nosed down during a turn to port while flying at an altitude of an estimated 3,000' and dived vertically into the ground.

CAUSE. This accident was caused by the failure of pilot to fly with sufficient accuracy while executing a turn to port which resulted in the nose of his a/c dropping thus precipitating him into a dive from which he was unable to recover.

RECOMMENDATIONS Nil

CONCLUSIONS OF A.I.B. Diving turn to the left is a peculiarity of the Hampden. Pilot must correct the yaw by rudder first in recovery. This pilot probably was either not aware of the peculiarity or forgot it in emergency.

CLASSIFICATION:

18. ~~Loss of control.~~

19. *Out of control.*

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SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil

~~23. Spinning.~~