

ACCIDENT CLASSIFICATION

UNIT	5 B.G.S.	COM.	2	PLACE	6 miles S.W. of M.A.		DATE	24-5-44	TIME	0930	COMMAND
	Dafoe					H.Q. FILE	1700-9881				
A/C TYPE	BOEINGBROKE		NO.	9881	CRASH CAT.	"A"	S.E.	M.E.	DAY	NIGHT	MONTH
								X	X		
PERSONNEL			RANK	NUMBER	DUTY	INJURIES	SIGNAL		STAGE OF FLIGHT		
BUTCHER, F.L.			P/O	J44112	P	Killed.	NO.	DATE			
MITCHELL, W.D.			WO2	R98918	INST.	Killed.	A273	24-5			
ROLLS, H.J.			LAC	R122934	TRAINING	"	D 14 (REVISED)				
ST EDEN, S.W.			LAC	R218408	TRAINING	"	NO.	CHECKED			
NEWTON, S.			GB LAC	1148843	"	"	3	<input checked="" type="checkbox"/>			
							#8				
ENGINE		ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS							
Mercury XX		20956/S101585 total		INST.	NIGHT	ON TYPE		TOTAL			
		20965/S101997 Total				SOLO	DUAL	SOLO	DUAL		
				49	23	169	3	559	106		

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TYPE OF A/C: 1-62, 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, 31

TYPE OF UNIT: 1-4, 3, 2, 1, 0

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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62

STAGE OF FLIGHT: FORCED LANDING, TAXIING, LANDING, TAKE-OFF, FLIGHT, STATRY, FATAL, INJ, 3RD, 5, 4, 3, 2, 1, 0

PURPOSE OF FLIGHT:

Cine camera gun exercise.

NATURE OF ACCIDENT:

Witnesses state a/c climbed steeply stalled and spun from a height of from 3000' to 4000'. A/C was seen to recover from spin just before striking the ground.

CLASSIFICATION:

~~18. Spinning~~

19. *Out of Control*

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Toch.../.../.../.../...
100/A00/PSF/B/N/PCM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2383

CAUSE: Inadvertent spin from which the pilot failed to recover. The possibility that the pilot was unable to recover promptly owing to the fact that his harness was undone cannot be overlooked.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B.: Agree. Investigating Officer was not inclined to believe that pilot had been engaged in unauthorized manoeuvres on the type, his conclusion should be accepted. Accident was due to an inadvertent spin from a steep climb. Pilot failure to regain control was contributed to the fact that he was not wearing safety harness.

ACTION TAKEN: