

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 ()

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston, Ont.	COM. 3	PLACE St. Lawrence River 1 m. N of Quebec Head.	DATE 3-5-44	TIME 1020
A/C TYPE HARVARD II	NO. AJ538	CRASH CAT. "A"	S.E. X	M.E. X
		H.Q. FILE 1300-AJ538-1	DAY X	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Elliot, R.	F/S	1336405	P	Missing.	NO. DATE
Cockshott, F.L.	AC2	967227	OC	Missing.	C97 3-5-44
					D 14 (REVISED)
					NO. CHECKED
					#10

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS
Wasp S3H1	9281/4669	Write-off
		INST. NIGHT
		ON TYPE TOTAL
		SOLO DUAL SOLO DUAL
		Pilots log Book taken away by Investigating Officer. 500 707

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ.
3RD
INJURY
S

ACCIDENT CLASSIFICATION

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 ()

PURPOSE OF FLIGHT:

Air Test after Major inspection
and engine change.

NATURE OF ACCIDENT:

Aircraft crashed into St. Lawrence
River 1 mile north of Quebec Head.

*PASSENGER bailed out but
drowned.*

CLASSIFICATION:

~~23. Spinning.~~

19 out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

~~60. Missing,~~

TECHNICAL OFFICER'S REPORT:

Nil. *100/P/AOC/PSE/E M ✓*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2371

CAUSE: Failure to recover from a spin in time to
avoid striking the water.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.B.: A/C spun in to the water for
a reason which remains obscure.

NOTE: C.A.P. 100, Sec. 10 para 15 provides that life
saving jackets shall be worn by all occupants of
R.C.A.F. a/c. on flights carried out over water areas.)
At this Unit it is customary for personnel of the
advanced training squadron to wear Mae Wests because
a considerable portion of their flying was carried
out over water but the personnel of other Units whose
flying is done over land are not required to wear
the Mae Wests. Pilot was wearing Mae West and had
passenger also been wearing one he would no doubt
ACTION TAKEN: have been rescued.

Nil.