

ACCIDENT CLASSIFICATION

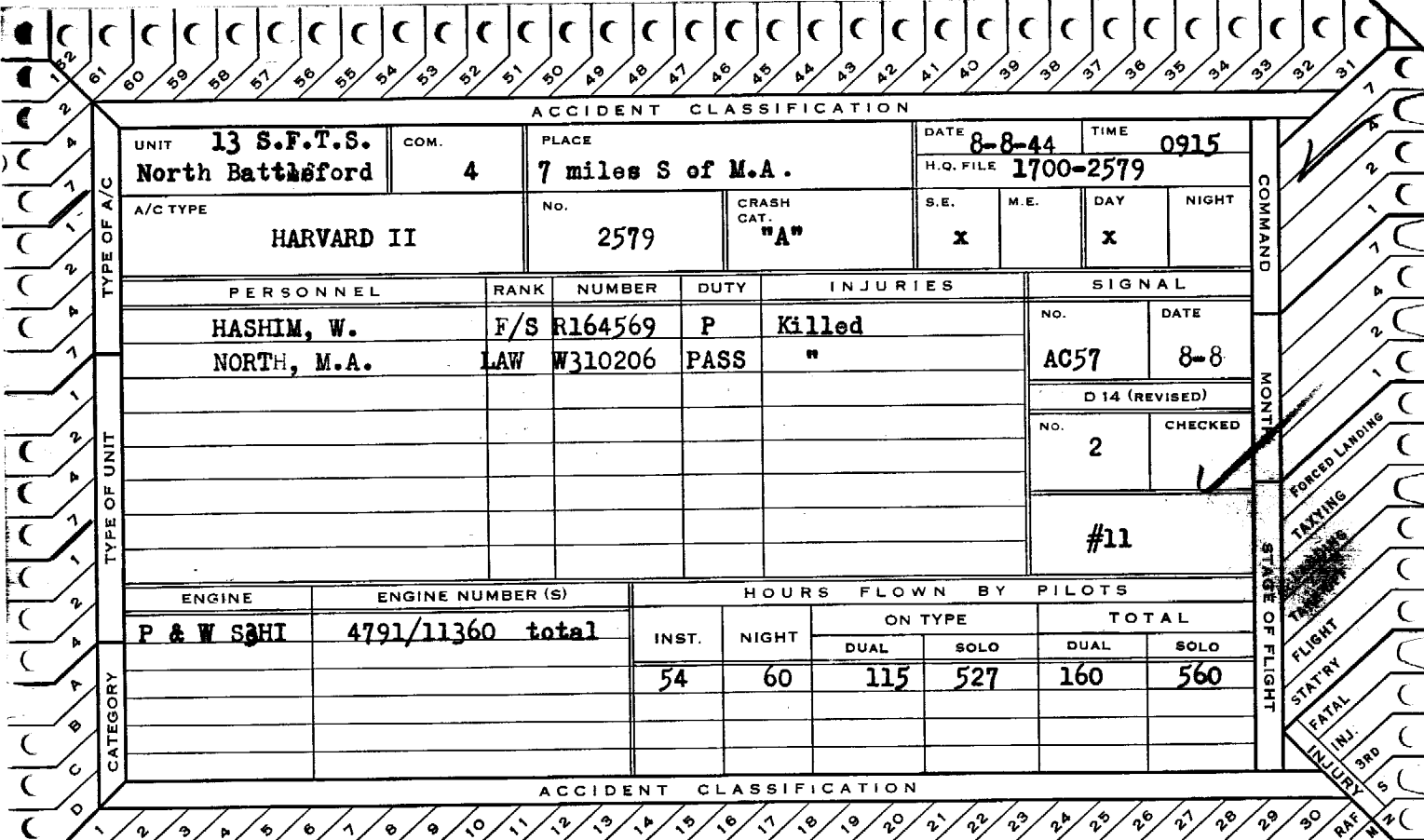
UNIT 13 S.F.T.S. North Battleford	COM. 4	PLACE 7 miles S of M.A.	DATE 8-8-44	TIME 0915
A/C TYPE HARVARD II		NO. 2579	CRASH CAT. "A"	H.Q. FILE 1700-2579
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HASHIM, W.	F/S	R164569	P	Killed	NO. AC57	DATE 8-8
NORTH, M.A.	LAW	W310206	PASS	"	D 14 (REVISED)	
					NO. 2	CHECKED <input checked="" type="checkbox"/>
					#11	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P & W S3HI	4791/11360 total	54	60	115	527	160	560

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT
 FORCED LANDING
 TAXING
 TAXIING
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY
 3RD
 5



PURPOSE OF FLIGHT:

Transportation North Battleford to R.1
Hamlin.

TECHNICAL OFFICER'S REPORT:

10C/ADC/PSFBN/POM ✓
NIL

NATURE OF ACCIDENT:

Witness states:- Heard a plane and looked and saw it coming through the clouds. It was spinning. Nose was practically straight down. Watched plane as far as I could see it. Turns seemed to be slow. When it get close to ground the turns stopped and the plane seemed to straighten out and head East. In the turns it seemed to be slightly coming North. When it started to straighten out I would think it would be almost 20' above the ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No 2455

CAUSE: Loss of control. Contributory: partial recovery effected too late.

CONCLUSIONS OF A.I.B.

Loss of control resulting in a spin from which recovery was effected too late.

Agree. The fact that the rear control stick was put into its socket after the a/c left the ground and that the a/c crashed well off its course is almost conclusive proof the pilot was giving unauthorized dual instruction to his L.A.W. Passenger.

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL