

ACCIDENT CLASSIFICATION

UNIT	133 (F) Sqdn	COM.	W	PLACE	15 miles W of Sea Island	DATE	18-8-44	TIME	1500
A/C TYPE	KITTEYHAWK IA			No.	731	H.Q. FILE	1100-7-31		
		CRASH CAT.	"A"	S.E.	X	M.E.		DAY	X
				NIGHT					

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WILKIE, J.T.	P/O	J39523	P	Loss of leg (left 2 inches below knee.	No.	DATE
					1542	18-8
					D 14 (REVISED)	
					No.	CHECKED
						✓
					#2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Allison F4R	744/19649 total	41	25	-	175	115	337

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STAT'RY

FATAL

INJ.

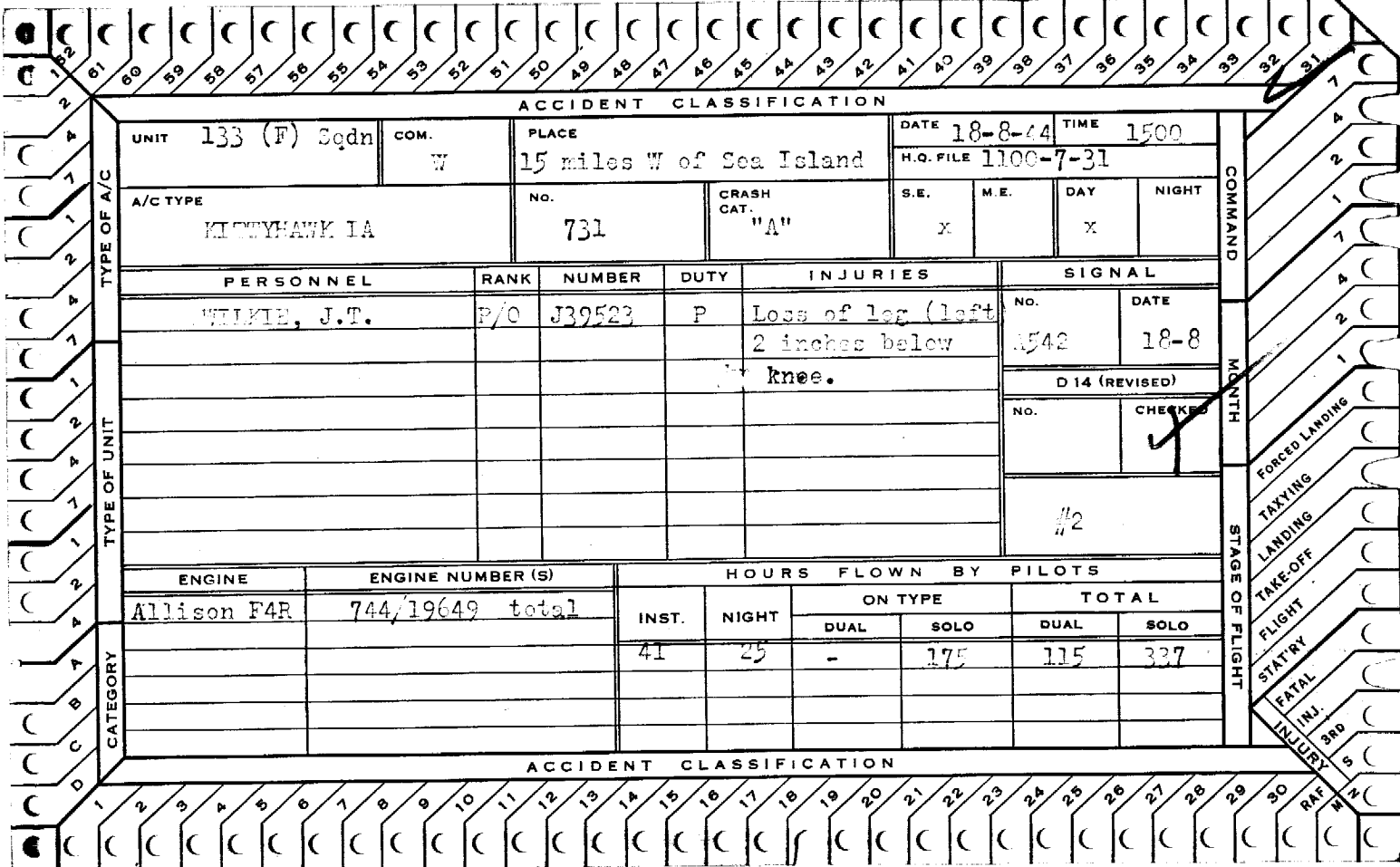
INJURY

3RD

5

RAE

M



PURPOSE OF FLIGHT:

Scramble.

NATURE OF ACCIDENT:

A/C was in a violent spin at 6,000'. Pilot started to get out and struck his leg on coup top. Pilot's left leg severed below knee. Pilot's chute opened and he landed in water. Dinghy became detached and he floated in his Mae West. Picked up by fishing-smack and transferred to Canso

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

NIL  
100P/AOC/PSF/B/N/PCM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2445

CAUSE: 1. Cause of this accident is that pilot upon attacking squadron pulled out of his dive quickly which caused a/c to flip and pilot blacked out and was unable to regain control of his a/c. 2. Sutton harness Safety Locking Catch was not done up or that catch came undone due to violence of manoeuvres.

RECOMMENDATIONS: That fighter pilots make doubly sure that the safety locking catch on Sutton Harness is properly fastened and holding securely before doing any violent manoeuvres.

CONCLUSIONS OF A.I.B.: Loss of control caused by blacking out and simultaneous inadvertent release of safety harness resulting in pilot being unable to regain control after recovering his senses.

NOTE: See Summary No 2445

ACTION TAKEN:

NIL