

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 2 S.F.T.S. Uplands	COM. 3	PLACE 1 mile N of Montebello	DATE 6-9-44	TIME 1640
A/C TYPE HARVARD II		NO. 3152	CRASH CAT WA	H.Q. FILE 1700-3152
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
STRONG, W.G.M.	LAC	U202107	PP	KILLED	NO. A84	DATE 7-9
					D 14 (REVISED)	
					NO. 1	CHECKED
					#7	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp S3HI	4159/8140 total						

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

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

PURPOSE OF FLIGHT:

Elementary experimental flight.

TECHNICAL OFFICER'S REPORT:

ILOC/AOC/PSF/LEN/POL ✓

NATURE OF ACCIDENT:

Witnesses state that a/c was performing a loop at time of accident. Manoeuvre may have looked like a loop from position of these two witnesses - the pulling up and stalling in turn. It is possible that the pull-up may have been repetition of this pupil's handling of a/c on 30 Aug/44 when with his instructor in control demonstrating a precautionary landing, this pupil pulled the stick back and put throttle on full as he mistakenly

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2457

EXPLANATION: thought a/c was going to strike fence. Shortly after passing Platou cottage, went out of control from pull-up and crashed.
19. Out of control.

CAUSE: Loss of control while deliberately engaging in unauthorized low flying. Loss of control probably due to pupil pilot paying attention to his girl friend while flying over her summer home

RECOMMENDATIONS That consideration be given to the use of methods such as "merit" and-or pledge system along with severe disciplinary action for pledge breaking.

CONCLUSIONS OF A.I.B. Agree with findings. Note: the C.O., No. 25FTS Uplands has put forward a plan to have pilots sign a pledge to observe flying regulations and not to carry on forbidden flying. The I.O.'s comment on this proposal was as follows:

SECONDARY OR CONTRIBUTORY FACTORS:

42. Unauthorized low flying.

ACTION TAKEN:

See Report No. 2457