

ACCIDENT CLASSIFICATION

UNIT 16 S.F.T.T.S.		COM. 1	PLACE 2½ mls. N.E. Delhi Ont.		DATE 3-12-44	TIME 1140		
A/C TYPE HARVARD II		No. 2608	CRASH CAT. "A"	S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES			SIGNAL
BEAUDOIN, H. R.,		LAC	R221053	PP	Slightly			No. A47
								DATE 4-12
								D 14 (REVISED)
								No. 1
								CHECKED 1
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wasp 53H1	4559/9000 Totally		INST.	NIGHT	ON TYPE		TOTAL	
					DUAL	SOLO	DUAL	SOLO
			14	5	61	39	65	40

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAIRY
- FATAL
- INJ.
- 3RD
- RAF
- 5
- 4

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PURPOSE OF FLIGHT:

Seq. 9,14,20,21,22,25

NATURE OF ACCIDENT:

Pupil pilot entered into normal spin at 6800' A.S.L. and A/C failed to respond to normal recovery action. Further action by pupil pilot was ineffective and as a/c was nearing 3000' pupil abandoned a/c.

CLASSIFICATION:

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

106/P/AOC/PSF/B/N/POM ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2504.

CAUSE: Inability of pilot to recover from spin, a sequence which he was not authorized to perform.

RECOMMENDATIONS: Lectures on spinning and spin recovery be given students as early in their course as possible and that all students log books be endorsed and signed that they have been given instruction on emergency spin recovery and the difference in the recovery and instruments reacting in a spin compared with a spiral dive.

REMARKS OF A.O. : Recommendations of the I.O. have already been affected.

CONCLUSIONS OF A.I.B.: Agree with findings.

Note: LAC Beaudoin stated in evidence that he did not read column 7 (exercise) of the F.17 before signing it because he presumed it was the same as

ACTION TAKEN: done during preceding dual flight with his instructor.

Pending