

		ACCIDENT CLASSIFICATION																																	
CATEGORY	TYPE OF UNIT	UN35 (F) Sqn. Pat. Bay, B.C.,		COM.	PLACE					DATE 24-5-45		TIME 1020		H.Q. FILE		1700-861					COMMAND	MONTH	STAGE OF FLIGHT	FORCED LANDING	TAXYING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	INJURY	3rd	RAF	M	
		A/C TYPE	KITTYPHAWK IV					NO.	861					CRASH CAT.	A'					S.E.															M.E.
TYPE OF A/C	PERSONNEL	RANK	NUMBER		DUTY		INJURIES					SIGNAL					NO.	DATE		NO.	CHECKED		3	3											
		GORMIE, T.,		F/Q	J39535		P.		KILLED					A.633					24-5		3				✓										
		ENGINE	ENGINE NUMBER (S)					HOURS FLOWN BY PILOTS								ON TYPE				TOTAL															
		Allison B3R		5551/35918 Totally					INST.		NIGHT		DUAL		SOLO		DUAL		SOLO																
		ACCIDENT CLASSIFICATION																																	

PURPOSE OF FLIGHT:

Tail Chase

TECHNICAL OFFICER'S REPORT:

10C/AOC/PSF/B/N

Nil

NATURE OF ACCIDENT:

This was one of three a/c on a routine training flight (a line astern tail chase). It was seen to pull out of a dive at 10,000' at 350 m.p.h., flick over violently on to it's back and go down out of control to crash.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2564

CAUSE: Inability to recover from a spin resulting from a violent flick at 10,000' during a pull-out from a dive. Pilot probably struck head on coupe top during flick, rendering him unconscious.

RECOMMENDATIONS: Nil.

Cont'd.: Other pilots state that a flick is not unusual in these a/c. One witness states that in 130-140 hrs he had had some 50 flicks. This points to careless handling, grave

CONCLUSIONS OF A.I.B.: Agree with findings except for last sentence. Likelihood of pilot striking head against cockpit in flick manoeuvre with sufficient force to render him unconscious seems remote. A sufficient tight turn at 350 mph would likely cause black-out of the pilot before the a/c stalled and flicked. Statements by the 5th and 6th witnesses appear to indicate that the pilot, whatever the cause of initial loss of control, regained at least partial control and was commencing to recover from the spin before crashing.

CLASSIFICATION misuse of a/c, and steps should be taken to correct this.

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil