

ACCIDENT CLASSIFICATION

UNIT # 14 S.F.T.S. Kingston, Ont	COM. 1	PLACE 6 miles NE Sherwood Spring, Ont	DATE 20-6-45 TIME 1500
A/C TYPE HARVARD II	NO. 2869	CRASH CAT. "A"	H.Q. FILE 1700-28-69
		S.E. X	M.E. DAY X NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Frizelle, J.W.	F/LJ11273		P	KILLED	NO. DATE	
Katzman, S.	AC1 R265473		Pass	Ser. Inf.	P357 21-6	
<i>1 crew member killed on ground</i>					D 14 (REVISED)	
					NO. 1	CHECKED
					# 15	

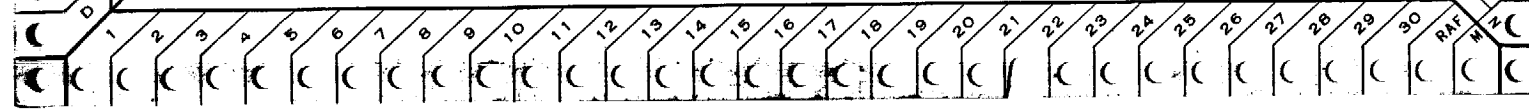
MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				DUAL	SOLO	DUAL	SOLO	
Wasp S3H1	4849/12120	Totally	114	12	170	1510	200	1540

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY 3rd

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Army Co-Op.

NATURE OF ACCIDENT:

Pilot killed. A/C on armyco-op sortie struck an army officer standing on truck of convoy with right wing as a/c was commencing to turn to right. A/C crashed into ground killing Army Officer, and ser. injuring passenger of a/c.

CLASSIFICATION:

22. Collisions obstr.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

!LCO/PSF/LN/WM ✓

Nil.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2572.

CAUSE: Accident was caused by slight turbulent air conditions, aggravated by the very low level flying of many a/c on the exercise from over water on to land on a hot day with spasmodic (gusty) on shore breeze resulting in a/c dipping stbd wing suddenly from which the pilot was unable to gain control before or after he collided with Army vehicle.

RECOMMENDATIONS See Summary 2572

CONCLUSIONS OF A.I.B.: Cause: dangerously low flying. Note:1 Briefing was inadequate in not restricting a/c to a minimum height above ground. Consideration might be given to directing that an Operational Order be issued for each Army Co-Op flight.

ACTION TAKEN: