

DUTY ON WHICH ENGAGED:

FLYING PRACTICE

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT FAILED TO RECOVER FROM AN INVERTED SPIN AND STRUCK THE GROUND IN AN INVERTED POSITION.

PRIMARY CAUSE:

FAILURE TO RECOVER FROM A SPIN HIGH ENOUGH TO AVOID STRIKING THE GROUND.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

IN THE OPINION OF THE COURT THE SPIN WAS INVOLUNTARY AND WAS CAUSED BY EITHER A STALL FROM "A LOOP AND HALF-TURN ROLL-OFF THE TOP" OR "A STALL ON THE TOP OF THE LOOP".

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

IOC/NOC/PSF/B/N

COURT OF INQUIRY:

DATE: 13-9-40

COMPOSITION:
PRESIDENT - S/L F.R. WEST
MEMBER - P/L J.G. STEPHENSON.
" - W/O I. G. GORRILL

RECOMMENDATIONS: THAT CONSIDERATION BE GIVEN TO THE ISSUE OF AN ORDER, MAKING USE OF PARACHUTES COMPULSORY, IF RECOVERY FROM INVERTED SPIN IS NOT COMPLETED AT 3000 FT. WITH FINCH AIRCRAFT I & II. COURT ESTIMATES THAT VERTICAL DESCENT OF A FINCH AIRCRAFT IN INVERTED SPIN IS AT LEAST 60 M.P.H. AND CONSEQUENTLY, IF THIS RATE OF DESCENT IS CORRECT, THE AIRCRAFT WOULD FALL 3000 FT, IN APPROX. 34 SECONDS. THIS TIME IS CONSIDERED AN ABSOLUTE MINIMUM FOR THE OCCUPANTS TO ABANDON THE A/C BEFORE IT STRIKES GROUND. (2) THAT ALL ABNORMAL OR DOUBTFUL BEHAVIOUR OF PUPIL PILOTS AND PARTICULARLY THOSE WHO HAVE ENTERED FROM CIVILIAN LIFE DIRECT, WITHOUT UNDERGOING RCAF ELEMENTARY, INTERMEDIATE AND ADVANCED TRAINING, BE REPORTED UPON AND TESTED BY C.F.I. OF SCHOOL.

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NO. 1 TRAINING COMMAND'S COMMAND INSTRUCTION NO. 63 (TRAINING)
PROMULGATED 21-9-40, IN ACCORDANCE WITH RECOMMENDATION NO. 1 ABOVE.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____