

TYPE OF ACCIDENT		TYPE OF A/C			TYPE OF ENGINE										TYPE OF ENGINE			CATEGORY									
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE CAUSES OF ACCIDENTS		UNIT A.T.S. #1 SPTS COM. PLACE Camp Borden 1 1/2 miles E. of Alliston			DATE 6-10-40 TIME 1445		H.Q. FILE 1021-4-391			A/C TYPE Harvard I No. 1334 CRASH CAT. A		SE ME DAY NIGHT		MISCELLANEOUS													
NAME		RANK		No.		DUTY			INJURIES				SERIOUS		CAUSES												
Barr, T.A.		LAC		R50990		P			Fatal				FATAL INJURY		HAND O.												
Frymark, E.A.		AC 2		R54374		Pass			Fatal				2		INSTS.												
													CARD SERIAL No.		WEATHER												
															DRINS.												
															AL G SURF.												
															OTHER												
															UNDTD												
															PRIMARY												
															TRAYING												
															LANDING												
															TAKE-OFF												
															FLIGHT												
															STATIONARY												
															FATAL												
															INJ.												
															3RD.												
															INJURY												
															RAC												
NATURE OF ACCIDENT																											

TYPE OF ACCIDENT

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS

CAUSES

STAGE OF FLIGHT

UNIT **A.T.S. #1 SPTS** COM. PLACE **1 1/2 miles E. of Alliston**

DATE **6-10-40** TIME **1445**

H.Q. FILE **1021-4-391**

A/C TYPE **Harvard I** No. **1334** CRASH CAT. **A**

SE ME DAY NIGHT

HOURS FLOWN BY PILOTS								
INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.		
		DUAL	SOLO	DUAL	SOLO			
Harvard I	1334	Total	EL35	7-10-40	15	12	51	52
			EL37	7-10-40				
Vasp	7379/1268	Total	L.3	7-10-40				
			D.6	7-10-40				

SIGNAL No. & DATE **41** **6-10-40** UNIT No. & DATE **6-10-40**

COM. No. & DATE REPORT FILE DATE

DUTY ON WHICH ENGAGED: **Advanced training**

COURT OF INQUIRY, INVESTIGATING OFFICER

IOC/A04/PSF/B/N/P64

Solo practice of take-offs, landings and steep turns.

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

POM

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: **7-10-40 to 9-10-40**

The aircraft stalled at or near the top of a loop and as it entered the downward half of the loop, it went into a spin crashing to the ground and bursting into flames. The start of the spin was at an estimated height of between 1500 and 2000 feet.

COMPOSITION:

**S/L D.A.R. Bradshaw, president.
F/O L.B.B. Price, member
F/O F.T.A. Skelcher, "**

PRIMARY CAUSE: Poor flying on the part of the pilot in that he was not able to pull out of a spin although the pilot read and initialled Sqdn Order H/5 "Recovery from a normal spin is readily effected by application of opposite rudder, followed by a gradual forward movement of the control column". Poor flying in doing a loop in such a manner as to stall the aircraft at the top of the loop.

RECOMMENDATIONS:

All single engine pilot pupils should be given spinning tests by each new instructor they receive before being allowed to go solo. Adherence to flying orders. A small manually operated catch be made to hold the mixture in the Full Rich notch.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

ACTION TAKEN:

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

The pilot did not adhere to his flight instructions of Solo practice on take-offs, landings and steep turns per Flight Authorization Book. The pilot disobeyed A.T.S. Sqdn Orders doing acrobatics below 3000 feet and taking an unauthorized passenger.

Opinions on the cause of the accident are to be promulgated to all units. The designing of the catch is being proceeded with. D.16 approved by A.M.T. 22-11-40.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____