

PILOT			OTHERS			AIRFRAME FAILURE			ENGINE FAILURE		
CAUSES OF ACCIDENTS											
UNIT No. 7 E.F.T.S., Windsor, Ont.				COM. No. 1		PLACE No. 7 E.F.T.S., Windsor				DATE 15-1-41 TIME 1000	
A/C TYPE Finch				No. 4514		CRASH CAT. "A"		SE <input checked="" type="checkbox"/> ME		DAY <input checked="" type="checkbox"/> NIGHT	
NAME			RANK	No.	DUTY		INJURIES			SERIOUS	
Fairweather, A.H.			F/L	C1307	P		Killed			FATAL	INJURY
Axler, A.D.			LAC	R71565	PP		Killed			2	
										CARD SERIAL NO.	
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS.				
Finch 4514	Total	D.6		23-1-41	INST.	NIGHT	ON TYPE		TOTAL		LABY 6 MOS.
Kinner 1467/	Total	L.3	80	16-1-41	Fair-	41			470		
B5R 6129	E.13745	16-1-41	weather	and 1000 hrs out.	Axler	25	19	25	19		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE	
117 15-1-41		25 15-1-41									
NATURE OF ACCIDENT											

DUTY ON WHICH ENGAGED:

Testing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

*INK* ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

In flight - failed to recover from inverted spin, off a half roll tended to be caused by and afterwards aggravated by the excessive weight of F/L Fair-weather in the rear cockpit.

DATE: Court of Inquiry

COMPOSITION:

President: Squadron Leader F.S. Coghill.  
Member: F/L B.J. Abraham.  
Member: Flight Lieutenant G.A. Hiltz.

PRIMARY CAUSE:

Failure to recover from inverted spin. The inverted spin was tended to be caused by and later aggravated by the excessive weight of the instructor.

RECOMMENDATIONS:

Instructors of excessive weight should not be allowed to instruct in Fleet A/C. The above recommendations are not concurred in by the AOC of No.1 T.C. but he stated 1700-45-14 on 4-2-41 para. 5 that Commands are to be warned of the danger of spinning and of the additional risks involved when a heavy instructor is carried.

ACTION TAKEN:

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

AMT on 1700-45-14 dated 8-3-41 does not consider that the weight of the instructor altered the flying characteristics of the A/C in question and the A/C was not overloaded beyond the normal limits.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_