

TYPE OF ACCIDENTS		CAUSES OF ACCIDENTS					MISCELLANEOUS CAUSES							
PILOT		OTHERS		AIRFRAME FAILURE			ENGINE FAILURE							
UNIT		COM.	PLACE		DATE		TIME							
# 1 S.F.T.S.#2 SQDN CAMP BORDEN, ONTARIO		I	AERODROME CAMP BORDEN.		2-3-41		2315							
H.Q. FILE		1100-26-22												
A/C TYPE		No.		CRASH CAT.	SE	ME	DAY	NIGHT						
HARVARD II		2622		A	X			X						
NAME			RANK	No.	DUTY	INJURIES			SERIOUS					
KELLOWAY, C.A.			LAC	798564	P	FATAL			FATAL	INJURY				
									I					
							CARD SERIAL NO.							
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
HARVARD II		2622	TOTAL	D14			INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
HASP		8130/4149	Totally						DUAL	SOLO	DUAL	SOLO		
S3H1														
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE				
I 303-41		2-3-41												
NATURE OF ACCIDENT														

DUTY ON WHICH ENGAGED: CIRCUITS AND LANDINGS.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

*ILOC/AOC/PSE/N/I/PM/XCI*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Commanding Officers Report & Court of Inquiry

DATE: 5-3-41

COMPOSITION:

Squadron Leader (F.C. Carling-Kelly.)

Flight Lieutenant (P.A. Benedict.)

Flying Officer (E.G. Gilmore.)

RECOMMENDATIONS:

(a) Closer supervision to ensure pupil pilots do not exceed permissible flying time as laid down by Command Instruction #154.

(b) 10 hours Instrument Flying be required on Advanced Types before pupil pilots be permitted to solo at night.

PRIMARY CAUSE:

Inability to maintain or recover equilibrium when flying at night. Student had done over four hours flying in one day because his seniors did not comply with Command Instruction 154 and did not fill in Form F.17. (Lack of control and organization on part of C.O., #1 S.F.T.S., Camp Borden)

ACTION TAKEN:

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

Chief of the Air Staff 1100-26-22

(e) The recommendation contained in Part D (b) is not concurred with. The minimum amount of instrument flying required of a pupil must rest with his ability and the discretion of the instructor and Flight Commander.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft dove into the ground after a stall with engine on.

RECORDED BY

DATE

CHECKED BY

DATE