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- TECH.
- DISOB.
- NEG/NC
- INEX/PC
- MISCEL.
- INSTRUCT.
- FLT. CONTR.
- OTHERS
- PRIMARY
- FL. CONTRS.
- MOV. SURFS.
- STAB. SURFS.
- W. STRUTS
- LAND. GEAR
- FLOATS
- FUSE OR HULL
- TAIL SKID OR W.
- ENGINE MOUNT.
- MISCEL.
- UND/TD
- PRIMARY
- FUEL SYS.
- COOL SYS.
- IGNIT. SYS.
- LUB'N SYS.
- ENG. STR.
- AIRSCREW A.
- ENG. CONTRS.
- MISCEL.
- UND/TD
- PRIMARY

PILOT      OTHERS      AIRFRAME FAILURE      ENGINE FAILURE

**CAUSES OF ACCIDENTS**

UNIT **Central Flying School, Trenton.**      COM. **1**      PLACE **4 Miles East of Corbyville.**      DATE **24-4-41**      TIME **17:45**  
H.O. FILE **1100-25-14**

A/C TYPE **Harvard II**      No. **2514**      CRASH CAT. **A**      SE **x**      ME      DAY **x**      NIGHT

NAME	RANK	No.	DUTY	INJURIES	SERIOUS	
					FATAL	INJURY
<b>McDougall C.</b>	<b>F/O</b>	<b>C2987</b>	<b>FI</b>	<b>Killed</b>		
<b>Lee M.D.</b>	<b>F/O</b>	<b>C2363</b>	<b>PP</b>	<b>Slightly Injured.</b>	<b>1</b>	<b>1</b>
					CARD SERIAL NO.	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.	
<b>Harvard 2514</b>	<b>Total</b>							DUAL	SOLO	DUAL	SOLO	
<b>Wasp S3H Y155/4677</b>	<b>Total</b>							<b>9</b>		<b>124</b>		

SIGNAL No. & DATE      UNIT No. & DATE      COM. No. & DATE      REPORT      FILE      DATE

**A686    24-4-41**

**NATURE OF ACCIDENT**

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- HAND Q.
  - INSTS.
  - WEATHER
  - DRINKS.
  - ALG SURF.
  - OTHER
  - UND/TD
  - PRIMARY
  - TAKING
  - LANDING
  - TAKE-OFF
  - FLIGHT
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  - FATAL
  - INI.
  - 3RD.
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DUTY ON WHICH ENGAGED:

F/O Lee under dual instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: *IOC/P/AOC/ACDM/I* ✓

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

F/O LEE PARACHUTED TO SAFETY FROM 8000 FEET,

COMPOSITION:

WHILE F/O MCDUGALL WAS UNABLE TO GET AWAY

SAFELY. After aerobatics F/O McDougall

spun to the right and gave control to

F/O Lee who used full left rudder and RECOMMENDATIONS: Addition to CAP 100- The Captain of

stick well back for recovery- as

the aircraft is responsible for the issuing of

instructed. The aircraft did not

orders to abandon aircraft and is responsible

~~REMARKS~~/stop spinning and he gave

that all his crew goes before he himself jumps.

control to F/O McDougall at 3000 feet.

Spinning tests be carried out on Harvards to

F/O McDougall could not stop the spin

ascertain spinning characteristics with wheels

and both officers bailed out. F/O

and flaps down, and to find the quickest way

Lee landed safely 2000 feet from the

ACTION TAKEN: / to recover from a spin of that nature.

wreckage. F/O McDougall was found 20

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

feet from the plane with his parachute

unopened. The wheels and flaps were down.

Primary Cause: Misuse of controls

for spin recovery.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pilots may have been trying the

effect of spinning with flaps and

wheels down.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_