

CASPIR Aircraft Accident Cards

Serial: 2510

Title: North American Harvard Mk.II serial:2510 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-April-29. Harvard s/n 2510. This accident involved 1 person. Blake VA This accident had 1 fatality. Leading Aircraftman Vernon Arthur Blake RCAF Killed in Flying Accident service no:R/78573 Harvard 2510

Keywords: RCAFHarvard ,2510,2 SFTS,2 Service Flying Training School,Tweed Ontario,1941-April-29,BlakeRCAF L20

Created: 1941-04-29

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#2510>

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CAUSE OF ACCIDENT
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 STAGE OF FLIGHT
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DUTY ON WHICH ENGAGED:

Cross Country Solo.

COURT OF INQUIRY, INVESTIGATING OFFICER *JLCG/PLC*
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft flew into top of hill,
turned over and burned. THE PILOT

DATE:

MONTHLY ACCIDENT RETURN.

DATE OF COURT OF INQUIRY

COMPOSITION:

3-5-48

SQUADRON LEADER J.G. ARCHAMBAULT.

FLIGHT LIEUTENANT J.K. MCBRIDE

FLYING OFFICER J.D. HALL

HAS UNCERTAIN OF HIS EXACT POSITION AFTER FLYING
THE DIFFICULT TRACK BETWEEN KILLALOE AND TWEED (

RECOMMENDATIONS:

THAT STUDENT PILOTS SHOULD OBTAIN A MINIMUM OF 40 HOURS
TOTAL FLYING TIME ON A NEW TYPE OF MACHINE BEFORE
BEING SENT ON SOLO CROSS-COUNTRY FLIGHTS. THAT THE
SOLO CROSS-COUNTRY FLIGHTS BE DISTRIBUTED EVENLY
THROUGHOUT THE REMAINDER OF THE COURSE.

THE METEOROLOGICAL REPORT SHOWS THAT THERE WAS A
VISIBILITY OF 10 MILES AND A SLIGHT HAZE) AND FLEW LOW
ENOUGH TO PERMIT HIM TO READ THE NAME OF THE TOWN ON THE

~~PRIMARY CAUSE~~ THE RAILWAY STATION. AFTER ASCERTAINING
HIS POSITION EXACTLY THE PILOT HEADED HIS AIRCRAFT IN THE
DIRECTION OF HIS BASE. IT CAN BE ASSUMED, BUT NOT PROVEN
THAT THE PILOT NEGLECTED THE PILOTAGE OF HIS AIRCRAFT IN

ORDER TO MAKE AN ENTRY IN HIS NAVIGATORS LOG, SET ACTION TAKEN:

HIS COMPASS, OR CHANGE FROM ONE FUEL TANK TO ANOTHER(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

THE PILOT ASSUMABLY HAD NOT REALIZED HIS LOW ALTITUDE

AND THE AIRCRAFT WAS TAKING ^{ATTITUDE} UNTIL HE SAW A RIDGE
RUSHING TOWARD HIM, WHICH MADE HIM REALIZE HIS PLIGHT
AND PROBABLY RESULTED IN THE PANICKY USE OF THE
CONTROLS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____