

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV SURFS.	20	STAB SURFS.	19	W. STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID CR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UNDTD	1	PRIMARY
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1							
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																	
CAUSES OF ACCIDENTS																																																															
UNIT #11 S.F.T.S.				COM.		PLACE				DATE		TIME																																																			
YORKTON SASK.				4		3 MILES NORTH WEST OF AERODROME				6-6-41		00:45																																																			
A/C TYPE				No.		CRASH CAT.		SE.		ME		DAY		NIGHT																																																	
HARVARD				3026		A		X						X																																																	
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																		
MACDONALD J.E.			F/L		C548		P		KILLED				FATAL INJURY																																																		
SHARPLES T.S.			SGT		R59116		P		KILLED				2																																																		
													CARD SERIAL No.																																																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																			
HARVARD		3026		TOTAL								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																											
WASP S3H1		9051/4610		TOTAL												DUAL SOLO		DUAL SOLO																																													
																		147																																													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																											
				A76 6-6-41																																																											
NATURE OF ACCIDENT																																																															

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

HAND O.
 INSTS.
 WEATHER
 DRINKS.
 AL'G SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.

DUTY ON WHICH ENGAGED:

INSTRUCTORS NIGHT FLYING PRACTICE.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT DIVED INTO GROUND FROM APPROX. 1000' SHORTLY AFTER TAKE-OFF. NIGHT FLIGHT, AFTER TAKE OFF, ON APPARENTLY STRAIGHT AND STEADY CLIMB, THE A/C FLEW INTO A CLOUD BANK WITH BASE AT 500' TO 700', AND THEN DOVE VERTICALLY INTO THE GROUND, WHERE IT BURST INTO FLAMES.

PRIMARY CAUSE:

THE CAPTAIN OF THE A/C, SUDDENLY FINDING HIMSELF IN LOW CLOUD, ATTEMPTED TO GET UNDER THE CLOUD BY DIVING, AND IN DOING SO CARRIED THE DIVE TO EXCESS AND STRUCK THE GROUND ALMOST VERTICALLY.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT STRUCK THE GROUND ALMOST VERTICALLY AND BURNED.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

1206 PM/PCDM/XCI/WVJT
CN

COURT OF INQUIRY

DATE:

9-6-44

COMPOSITION:

SQUADRON LEADER E.A. MCGOWAN (C.105)
FLIGHT LIEUT. D.J. THOMSON (C.1280)
FLYING OFFICER E.W.C. SHARPE (C.2797)

RECOMMENDATIONS:

- (A) THAT METEOROLOGIST SHOULD REMAIN ON DUTY UNTIL OFFICER IN CHARGE OF NIGHT FLYING FOR THE NIGHT FLYING PERIOD AFTER MIDNIGHT HAS TAKEN OVER, AND IT SHOULD BE A DUTY OF THE OFFICER IN CHARGE OF THAT NIGHT FLYING PERIOD TO CHECK THE WEATHER WITH THE METEOROLOGICAL OFFICER BEFORE FLYING COMMENCES FOR THE SECOND PERIOD. IF ANY DOUBT THEN EXISTS AS TO WEATHER CONDITIONS, ACTION TAKEN: ANOTHER TEST FLIGHT SHOULD BE MADE.

- (B) ~~(A) FULL EQUIPMENT REQUIRED FOR NIGHT FLYING SHOULD BE AVAILABLE AND IN WORKING ORDER BEFORE NIGHT FLYING IS BEGUN.~~
- (C) IT IS SUGGESTED THAT ALL PILOTS SHOULD BE REMINDED THAT WHEN IN CLOUD OR WHEN INSTRUMENT FLYING HEIGHT SHOULD BE LOST BY THROTTLING DOWN TO A GLIDE OR A PARTIAL GLIDE RATHER THAN BY DIVING.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____