

32 P	31 JU	30 TECH.	29 DISOB.	28 NEG'NCE	27 INEXP'NCE	26 MISCEL.	25 INSTRUCT.	24 FLT. CONTR.	23 OTHERS	22 PRIMARY	21 FL. CONTR.	20 MOV. SURFS.	19 STAB. SURFS.	18 W. STRUTS	17 LAND. GEAR	16 FLOATS	15 FUSE. OR HULL	14 TAIL SKID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UND'TD	10 PRIMARY	9 FUEL SYS.	8 COOL. SYS.	7 IGNIT. SYS.	6 LUP'N SYS.	5 ENG. STR.	4 AIRSCREW A.	3 ENG. CONTRS.	2 MISCEL.	1 UND'TD				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32				
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																					
CAUSES OF ACCIDENTS																																			
UNIT # 6 S.F.T.S. Dunnville Ont.		COM. 1		PLACE 1 1/2 Mile west of Bying.										DATE 11-7-41		TIME 09:15		H.Q. FILE 1700-3380																	
A/C TYPE Yale		No. 3380		CRASH CAT. A		SE x		ME		DAY x		NIGHT																							
NAME Tibbetta W.A.				RANK LAC		No. R77484		DUTY P		INJURIES Killed.						SERIOUS FATAL INJURY 1																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																							
Yale		3380		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Wright		18679/15038		Total												DUAL SOLO		DUAL SOLO																	
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE															
				A 381 11-7-41																															
NATURE OF ACCIDENT																																			

CAUSES OF ACCIDENTS
 MISCELLANEOUS
 STAGE OF FLIGHT
 HAND-O.
 INSTS.
 WEATHER
 DRINKS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

Sequences 6-7-8-15-16.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

10C/AUC/P-5F/E/N

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Court of Inquiry.

14-7-41.

COMPOSITION:

Flight Lieutenant J.R. Sumner (C.971)
Flight Lieutenant E.W. Lane (C.1305)
Flying Officer L.W. Luke (C.509)

RECOMMENDATIONS:

Aircraft spun into the ground. The pilot was practising medium and steep turns at approx. 2000', and the a/c went into a spin from which the pilot recovered only to go into one in the opposite direction and the pilot failed to recover before the a/c crashed.

PRIMARY CAUSE:

Failure to recover from a spin.

ACTION TAKEN:

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

RECOMMENDATIONS OF INVESTIGATING OFFICER:

Lack of experience in spinning service aircraft, slow reaction and failure to apply correct methods of recovery in time.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____