

32	JU.	31	TECH.	30	DISOB.	29	RES-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 OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND'TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UND'TD	1	PRIMARY	19	HAND O.	18	INSTS.	17	WEATHER	16	DRYNS.	15	AL'G SURF.	14	OTHER	13	UND'TD	12	PRIMARY	11	CARD SERIAL NO.	10	TAXING	9	LANDING	8	TAKE-OFF	7	FLIGHT	6	STATRY	5	FATAL	4	INJ.	3	3RD.	2	INJURY	1	RAF	32	31	30	29	28	27	26	25	24	23	22	21	20	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		COM.		PLACE										DATE		TIME																																																																																																																					
21 E.F.T.S. Chatham, Ont.				Nelson, N.B.										2-6-42		1150																																																																																																																					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																																																									
F inch 11		4790		"B"		X				X																																																																																																																											
NAME		RANK		No.		DUTY		INJURIES										SERIOUS																																																																																																																			
Gay, T.		SGT.		R103470		I.		Severely injured.										FATAL		INJURY																																																																																																																	
Cumming E.R.		LAC.		R138857		S.P.		Slightly injured.												2																																																																																																																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																									
Finch 11		4790		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																																			
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SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																																																																											
A-96		2-6-42																																																																																																																																			
NATURE OF ACCIDENT																																																																																																																																					

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

PRIMARY  
 UN'D T'D  
 AIRSCREW A.  
 ENG. STR.  
 LUB'N SYS.  
 IGNIT. SYS.  
 COOL SYS.  
 FUEL SYS.  
 PRIMARY  
 UN'D T'D  
 MISCEL.  
 ENG. CONTS.  
 UN'D T'D  
 HAND O.  
 INSTS.  
 WEATHER  
 DRYNS.  
 AL'G SURF.  
 OTHER  
 UN'D T'D  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

**Training flight.**

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 3-6-42

At the height of about 250' the a/c was stalled during a poorly executed steep gliding turn, resulting in a spin. The Instr. was unable to recover in time, the a/c crashed in the centre of a field totally damaged.

COMPOSITION:

S.L. M.P. Fraser (C374) No. 8 S.F.T.S., Moncton, N.B.

PRIMARY CAUSE:

~~Pupil pilot stalled the aircraft at a low altitude.~~

RECOMMENDATIONS:

- (1) That in future instructors be given the major part of their flying time on Fleet a/c at Central Flying School, Trenton, School when it is contemplated posting them in Elementary Flying Training Schools.
- (2) That a higher standard of instrument flying be reached on graduation of instructors from Central Flying School, Trenton."

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

Pupil Pilot at the controls stalled the a/c when receiving dual instruction in an authorized exercise. The stall occurred at such a low altitude that the instructor was unable to regain control before a/c struck the ground.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C crashed in the middle of a field.~~

19

19. Out of Control.

CHECKED BY

DATE