

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				CAUSES OF ACCIDENTS																					
UNIT 125 (F) Sqn.		COM. EAC		PLACE In vicinity of Hopeall				DATE 27-8-42		FILE NO. 1517																							
Torbay		EAC		Newfoundland.				H.Q. FILE 1100-13-60																									
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																					
Hurricane 1		1360		A		X				X																							
NAME		RANK		No.		D.		INJURIES				SERIOUS																					
Ruggles D.B.		Sgt.		R106228		F.		Killed.				FATAL		INJURY																			
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												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.													
Hurricane 1360		Total														DUAL		SOLO															
Merlin 111 166530		Total																															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																							
A-29		28-8-42																															
NATURE OF ACCIDENT																																	

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

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DUTY ON WHICH ENGAGED:

Flying formation practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Believed stall from steep climb and a dive into ground. Hurricane 1360 and 1367 took off in formation. 1360 climbed about 150 feet, dropping one wing, nosed down in a spiral dive and crashed.

DATE: 2-9-42.

COMPOSITION:

F/L Lowry D.J. 145 (BR) Sqdn. Torbay, Nfld.
F/O McLellan G.E. RCAF Stn. Torbay, Nfld.
P/O Stevenson T.G. 125 (F) Sqdn. Torbay, Nfld.

RECOMMENDATIONS:

NIL.

002/122/139/141/147

PRIMARY CAUSE:

Obscure.

19. Out of control

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

PILOT COMPARATIVELY INEXPERIENCED ON TYPE, ALLOWED A/C TO GO OUT OF CONTROL AT SUCH A LOW ALTITUDE THAT HE WAS UNABLE TO RECOVER, BEFORE A/C STRUCK THE GROUND AND BURST INTO FLAMES. THERE IS A LACK OF TECHNICAL EVIDENCE IN THIS CASE. THE PROCEEDINGS ARE ALSO BAD IN FORM BUT IT IS CONSIDERED THAT NO USEFUL PURPOSE WOULD BE SERVED BY RETURNING THE COURT FOR CORRECTIONS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Inexperience of pilot in that he allowed A/C to go out of control at such a low altitude that he was unable to recover. A/C struck ground.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____