CAUSES OF ACCIDENTS UNIT No.3 W.S., Winnipeg, Man. # 2 PLACE 1½ mi. north H Q. FILE 1022-V-624 A/C TYPE Fort I 3611 CAT. A X ME DAY X NIGHT	
No REPARE OF ME HOAV MIGHT	X XXS
	0 8 - 1
NAME RANK NO DUTY INJURIES SERIOUS	SCELL
Vance, E.C. SGT R142757 P Killed FATAL INJURY	
Cummins, J.T.D. AC2 R206494 Pass Killed 2	E E S
CARD SERIAL NO.	S O S ON
TYPE A/F NO EXTENT REPORT SERIAL DATE HOURS FLOWN BY PILOTS	1 1 1/2
RENGINE OF DAMAGE FORM NO. INST NIGHT ON TYPE TOTAL LAST	
Jacobs L6MB 15769 Total	1-1 1 / 2
G G G G G G G G G G G G G G G G G G G	n 6\/
Fort I 3611 Total DUAL SOLO DUAL SOLO 6 MOS.	H O

DUTY ON WHICH ENGAGED. COURT OF INQUIRY, INVESTIGATING OFFICER Practice flight. OR COMMANDING OFFICER'S REPORT: First solo on type.
NATURE OF ACCIDENT AND STAGE OF FLIGHT: Accident Report No. 66. DATE:24-3-43. INVESTIGATING OFFICER'S REPORT A/C was observed in high speed dive COMPOSITION: until very low, made a complete roll F/L L. Dawson - Inspector of Accidents. first to one side and then the other. S/L Sharpe, E.W.C. (C2797) No. 2 T.C. H.O. Admin. descending behind a bush where it crashed. RECOMMENDATIONS: STRICTER SUPERVISION OF FLYING OF STAFF PILOTS PARTICULARLY IN EARLY STAGES OF THEIR USE OF A NEW TYPE OF AIRCRAFT AND DURING THEIR FIRST FEW WEEKS AFTER ARRIVAL AT A NEW UNIT. 2. TOTAL PROHIBITION OF CARRY-ING OF PASSENGERS UNTIL STAFF PILOTS ARE QUALIFIED TO FLY SCHEDULED EXERCISES OR CARRY OUT THE REGULAR ROUTINE FLYING REQUIRED OF THEM BY THE UNIT CONCERNED. 3. INCLUSION IN STATION STANDING ORDERS OF AN APPROPRIATE PARAGRAPH MAKING IT RESPONSIBILITY OF GROUND CREW TO INSURT Possibly - Aerobatics at low altitude THAT C.A.P. \$30, SEC. 5, PARA. 13 (A), AS IT APPLIES TO STOWAGE OF by inexperienced pilot. CONTROL COLUMN. IS COMPLIED WITH. Misjudgment of height when ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER flying low over bright snow and CONCLUSIONS - Due to unauthorized low flying by pilot facing into sun. who was piqued at being turned down as instructor. Passenger may have inte Should not have been allowed to carry passenger on fered with controls. first solo on type due to being turned down as inboss of central fallowing structor for disciplinary reasons and immaturity. SECONDARY CAUSE OR CONTRIBUTING FACTORS: high speed dive. lo. Unauthorized low flying or SEE SUMMARY NO 890 FOR COMMENTS RE PROPER AUTHORIZATION FOR CARRYING aerobatics. OF PASSENGER IN THIS CASE. RECORDED BY 25. Inexperience on type. CHECKED BY DATE