

ACCIDENT CLASSIFICATION

UNIT No. 5 B.G.S.
Dafoe, Sask.

COM.

2

PLACE

7 mi. S.W. of M.A.

DATE 24-7-43

TIME 1035

H.O. FILE 1700-2368

A/C TYPE

Lysander

NO.

2368

CRASH CAT.

A

S.E.

M.E.

DAY

NIGHT

X

X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Schultz, E.J.	F/S	2467	P	Killed	No.	DATE
Greenlay, W.B.	AC2	R210475	OC	Killed	A54	24-7
					D 14 (REVISED)	
					No.	CHECKED
					4	<input checked="" type="checkbox"/>
					No. 7	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Mercury XX	24199/S100985						
	Serious	44	20	268	-	426	105

ACCIDENT CLASSIFICATION

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3RD
 INJURY
 5

PURPOSE OF FLIGHT:

Drogue exercise.

NATURE OF ACCIDENT:

Eye witnesses on ground heard engine stop and A/C apparently entered a flat spin. One witness states that he saw rear coupe top come off when A/C reached approx. 100 feet.

CLASSIFICATION:

~~33. Technical defect.~~

22. Not known 23

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

TECHNICAL OFFICER'S REPORT:

See Findings:

10C/AOC/AMM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1089

Rear coupe top became detached from its guide-ways and fouled the tail of A/C.

CONCLUSIONS OF A.I.B.

A/C crashed from a spin apparently out of control. Loss of control due to rear coupe top becoming detached from its runway and fouling tail of A/C.

RECOMMENDATIONS

That a positive stop be effected to rear end of runways holding rear coupe top in place. Until such time as above modification becomes available, drogue operators be instructed that rear coupe tops on Lysanders are not to be opened until touch down on the runway.

ACTION TAKEN:

N.A.