

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																				
10	9	8	7	6	5	4	3	2	1	TECH.	DISOR.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY									
PILOT -		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE																																	
CAUSES OF ACCIDENTS																																																	
UNIT # 1 SPTS. (ATS)		COM. 1		PLACE Near Bear Point, - Lake Simcoe, Ont.												DATE 2.9.40		TIME 1100																															
A/C TYPE Battle		No. 1626		CRASH CAT. A		SE <input checked="" type="checkbox"/>		NE		DAY <input checked="" type="checkbox"/>		NIGHT																																					
NAME				RANK		No.		DUTY		INJURIES												SERIOUS																											
Stephen. M. L.				P.o		C1367		P		Killed.												FATAL	INJURY																										
																						1																											
																						CARD SERIAL No.																											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																					
Battle 1626 16-5-39		16-5-39		Totally		E135		3.9.40				INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																													
														DUAL SOLO		DUAL SOLO																																	
R.R. Merlin 6-2-39		6-2-39		Totally		E137		3.9.40						2 5		59 70																																	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																							
199 2.9.40		2977 2.9.40																																															
NATURE OF ACCIDENT																																																	
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	TECH.	DISOR.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND.O.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STABTY
 FATAL
 INJ.
 3RD.
 50

DUTY ON WHICH ENGAGED:

Flying Training

COURT OF INQUIRY, INVESTIGATING OFFICER ILDC/AOC/PO L/PSF
OR COMMANDING OFFICER'S REPORT: L/N/CN

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Battle 1626 struck the ground almost vertically, breaking the engine from the fuselage, and the empennage fell about 40' from the fuselage. The A/C had caught fire and burned, the pilot being thrown clear.

DATE:

COMPOSITION:

PRIMARY CAUSE:

An error in judgement on the part of the pilot, in that he, while carrying out unauthorized low flying, stalled on a steep turn, with insufficient height to regain control, the aircraft falling to the ground.

RECOMMENDATIONS: (1) That, on reporting to Camp Borden, each class be addressed by a senior instructor on flying regulations, and that all pupils initial flying orders as having read. (2) That severe penalties be imposed on any pilot found guilty of carrying out low flying or contour chasing in any area other than the authorized low flying ares.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
A.O.C. I.T.C. to bring to notice of all ranks this unauthorized low flying was responsible for this fatal accident.

H. Q. 1021-4-389 d/9-10-40

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____