

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT No. 2, SPTS.		COM.		PLACE Uplands, Ottawa.				DATE 27-9-40		TIME 16.35			
A/C TYPE Yale		No. 3431		CRASH CAT. "A"		SE <input checked="" type="checkbox"/> ME		DAY <input checked="" type="checkbox"/> NIGHT		H.Q. FILE 1021-4-388			
NAME			RANK	No.	DUTY		INJURIES			SERIOUS			
Shaw, G. H.			W/C	22174	1P		Killed			FATAL	INJURY		
Young, D. S. T.			F/O	C1806	Pass		Killed			2			
										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.
Yale	3431	TOTAL		D.6	20-12-40				DUAL	SOLO	DUAL	SOLO	
Whirlwind		TOTAL		E.45	87	L-10-40	SHAW		182	206	388	1517	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
335 27/9/40		A.61 27-9-40											
NATURE OF ACCIDENT													

CAUSES
 MISCELLANEOUS
 FLIGHT
 STAGE OF

UND TD
 PRIMARY
 HAND. Q.
 INSTS.
 WEATHER
 DRKNS.
 A/G SURF.
 OTHER
 UND TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY

DUTY ON WHICH ENGAGED:

Flight test of oil temperature regulator.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

In flight. THE A/C WAS SEEN TO SPIN FROM 2000 FEET AND NO APPARENT ATTEMPT HAD BEEN MADE TO PULL THE PLANE OUT OF THE SPIN. THE PLANE CRASHED AT AN ALMOST VERTICAL ANGLE AND BOTH OCCUPANTS WERE KILLED INSTANTLY.

PRIMARY CAUSE: IT IS THOUGHT THAT THE PILOT MAY HAVE FAINTED AS NO ATTEMPT WAS MADE TO RECOVER FROM THE SPIN AND AS THE PILOT WAS EXPERIENCED, AND RECOVERY FROM A SPIN IN A YALE IS EASY.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Toc/Aoc/PM/

COURT OF INQUIRY.

DATE: 30-9-40 to 4 - 11-40

COMPOSITION:

SQUADRON LEADER FOLEY, R. PRESIDENT.

FLIGHT LIEUTENANT A.N. MARTIN, MEMBER.

FLYING OFFICER A.A. REID, MEMBER.

RECOMMENDATIONS:

THAT RCAF AIRCRAFT BE NOT DECLARED SERVICEABLE FOR FLYING UNTIL EITHER BORDEN OR SUTTON TYPE SEAT HARNESS IS INSTALLED. MEDICAL EVIDENCE SHOWS THAT THE FATAL INJURIES WERE DUE TO LACK OF PROPER BODY SUPPORT FROM THE LAP BELT.

PILOTS OF ALL AIRCRAFT BE MADE RESPONSIBLE THAT ADEQUATE AND EASY COMMUNICATION IS POSSIBLE BETWEEN THEIR PASSENGERS AND THEMSELVES.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
THE ABOVE RECOMMENDATIONS PUT INTO EFFECT.

A.M.T. APPROVED D.6 7-3-41.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____