

32	31	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
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
PILOT		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE															
CAUSES OF ACCIDENTS																															
UNIT 10 S.F.T.S.				COM.		PLACE												DATE		TIME											
Dauphin, Man.				2		Aerodrome												15-8-41		23.45											
A/C TYPE				No.		CRASH CAT.												SE		ME		DAY		NIGHT							
Harvard				3022		C.21												X						X							
NAME				RANK		No.		DUTY		INJURIES												SERIOUS									
Colauhoun, I.A.				LAC		NZ411373		P.		Uninjured												FATAL		INJURY							
																						CARD SERIAL No.									
TYPE A/F & ENGINE				No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																	
Harvard				3022		Seriously								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Wasp S3H1				9055/44614		Slight.								14 1		31 10		64 40													
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT		FILE		DATE															
A.76				16-8-41																											
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 INJURY
 3RD.
 5
 4
 3
 2
 1

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Solo Night Flying.

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Ground loop. The pilot made a normal COMPOSITION:

landing approach. He levelled out too high and reduced his airspeed too low before touching down. The a/c bounced and the pilot opened throttle to gain control, but not sufficient to accomplish it. Aircraft ground looped.

RECOMMENDATIONS:

PRIMARY CAUSE:

Pilot error. The pilot levelled out too high on approaching for a landing and decreased his air speed too low before touching down; causing an exaggerated bounce and did not take proper corrective measures.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The aircraft swung uncontrollably to the right causing a ground loop.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____