

|   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
|---|--------|---------|-----------|---------|-----------------|-------------|--------|---------|------------|----------------|-------------|------------------|------------|-------------|---------------|-----------------|-----------------------|---------|---------|------------------|-----------|---------------------|-------------|------------|-------------|-------------|------------|---------|-------|----------------|---------|--------|---------|--------|------------|-----------|---------|-----------|-------------|---------|----------|------------|------------|-------------|-----------|------------|--------|---------------|-----------------|---------------|---------|-------|---------|-----------|-----------|-------------|------------|----------|-------------|------------|---------|-------|---------|---------|--------|---------|--------|------------|-------|-------|---------|--------|---------|----------|--------|--------|-------|------|------|------|------|
| 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      |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| <table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG'NCE</td><td>INEXP'NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTS.</td><td>MOV SURFS.</td><td>STAB SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE. OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UNDTD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG STR.</td><td>AIRSCREW A.</td><td>ENG. CONTS</td><td>MISCEL.</td><td>UNDTD</td><td>PRIMARY</td><td>HAND Q.</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>AL'G SURF.</td><td>OTHER</td><td>UNDTD</td><td>PRIMARY</td><td>TAXING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STATRY</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>2ND.</td><td>1ST.</td> </tr> </table> |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        | TECH.   | DISOB. | NEG'NCE    | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS  | PRIMARY  | FL. CONTS. | MOV SURFS. | STAB SURFS. | W. STRUTS | LAND. GEAR | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UNDTD | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG STR. | AIRSCREW A. | ENG. CONTS | MISCEL. | UNDTD | PRIMARY | HAND Q. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UNDTD | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STATRY | FATAL | INJ. | 3RD. | 2ND. | 1ST. |
| TECH.   | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT.       | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTS. | MOV SURFS.     | STAB SURFS. | W. STRUTS        | LAND. GEAR | FLOATS      | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT.         | MISCEL. | UNDTD   | PRIMARY          | FUEL SYS. | COOL SYS.           | IGNIT. SYS. | LUB'N SYS. | ENG STR.    | AIRSCREW A. | ENG. CONTS | MISCEL. | UNDTD | PRIMARY        | HAND Q. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER     | UNDTD   | PRIMARY   | TAXING      | LANDING | TAKE-OFF | FLIGHT     | STATRY     | FATAL       | INJ.      | 3RD.       | 2ND.   | 1ST.          |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| PILOT   |        |         |           |         |                 |             |        |         |            | OTHERS         |             |                  |            |             |               |                 |                       |         |         | AIRFRAME FAILURE |           |                     |             |            |             |             |            |         |       | ENGINE FAILURE |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| CAUSES OF ACCIDENTS   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| UNIT 9 S.F.T.S.   |        |         |           |         |                 |             |        |         |            | COM. 3         |             | PLACE Aerodrome  |            |             |               |                 |                       |         |         |                  |           | DATE 18-8-41        |             | TIME 25.01 |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| Suitherside, P.E.I.   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           | H.Q. FILE 1100-25-1 |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| A/C TYPE Harvard  |        |         |           |         |                 |             |        |         |            | No. 2501       |             | CRASH CAT. C.1   |            | SE X        | ME            | DAY             |                       | NIGHT X |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| NAME  |        |         |           |         |                 |             |        |         |            | RANK           |             | No.              |            | DUTY        |               | INJURIES        |                       |         |         | SERIOUS          |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| Roy, G.   |        |         |           |         |                 |             |        |         |            | F/O            |             | C1413            |            | F.I.        |               | Uninjured.      |                       |         |         | FATAL            | INJURY    |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| Wilson, G.P.  |        |         |           |         |                 |             |        |         |            | LAC            |             | R83238           |            | P.P.        |               | Uninjured.      |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
|   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         | CARD SERIAL No.  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
|   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| TYPE A/F & ENGINE   |        |         |           |         |                 |             |        |         |            | No.            |             | EXTENT OF DAMAGE |            | REPORT FORM | SERIAL No.    | DATE            | HOURS FLOWN BY PILOTS |         |         |                  |           |                     |             |            | LAST 6 MOS. |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| Harvard   |        |         |           |         |                 |             |        |         |            | 2501           |             | Seriously        |            |             |               |                 | INST.                 | NIGHT   | ON TYPE |                  | TOTAL     |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| Wasp S3H1   |        |         |           |         |                 |             |        |         |            | 7894/4074      |             | Nil              |            | Roy-----    | Wilson-----   | 16              | 33                    | 24      | 553     | 48               | 376       |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
|   |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               | 5               | -                     | 3       | -       | 29               | 32        |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| SIGNAL No & DATE  |        |         |           |         | UNIT No. & DATE |             |        |         |            | COM. No & DATE |             |                  |            |             | REPORT        |                 |                       | FILE    |         |                  | DATE      |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| A608  |        |         |           |         | 18-8-41         |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |
| NATURE OF ACCIDENT  |        |         |           |         |                 |             |        |         |            |                |             |                  |            |             |               |                 |                       |         |         |                  |           |                     |             |            |             |             |            |         |       |                |         |        |         |        |            |           |         |           |             |         |          |            |            |             |           |            |        |               |                 |               |         |       |         |           |           |             |            |          |             |            |         |       |         |         |        |         |        |            |       |       |         |        |         |          |        |        |       |      |      |      |      |

DUTY ON WHICH ENGAGED:

Sequences 6-7-8

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return. ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Aircraft Ballooned due to harsh backward movement, of control column after wheel landing and instructor failed to take corrective action in time to prevent wing from stalling.

RECOMMENDATIONS:

PRIMARY CAUSE:

Sudden opening of throttle with a/c at stalling incidence caused wing to drop.

ACTION TAKEN:

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

Log Book endorsed - Landing - Error of Judgment.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Starboard wing hit groun.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_