

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 * 32 S.F.T.S.										COM. 2					PLACE 2 MILES EAST OF MOOSEJAW AERODROME										DATE 28-8-41					TIME 01:20																								
MOOSE JAW SASK.																									H.Q. FILE 1300-2809-1																													
A/C TYPE HARVARD										No. 2809					CRASH CAT. A					SE X					ME					DAY					NIGHT X																			
NAME										RANK					No.					DUTY					INJURIES										SERIOUS																			
SHANNON P.										LAC					912004					P					KILLED.										FATAL					INJURY														
																																			I																			
																																			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.																													
HARVARD										2809					Killed															8:10					4:50					32:50					90:30									
WASP S3H1										8476/4335					SERIOUS																																							
SIGNAL No. & DATE										UNIT No & DATE					COM. No & DATE					REPORT					FILE					DATE																								
										A 502 28-8-41																																												
NATURE OF ACCIDENT																																																						

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

- 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

- TECH.
- DISOB.
- 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
- HAND. Q.
- INSTS.
- WEATHER
- DRKNS.
- AL-G SURF.
- OTHER
- UND/TD
- PRIMARY
- TAXYING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INI.
- 3RD.
- 5
- 4
- 3
- 2
- 1

DUTY ON WHICH ENGAGED:

NIGHT FLYING PRACTICE.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT FLEW INTO GROUND AFTER TAKE-OFF.

--MADE NORMAL TAKE-OFF BUT AT ABOUT

500 FEET STARTED A DIVING TURN TO THE

RIGHT FROM WHICH HE NEVER RECOVERED

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY 12. 1941

2-9-41.

DATE:

COMPOSITION:

Wing Commander A.L. James

Squadron Leader F.M. Milligan.

Flight Lieutenant C.N. Foxley-Norris.

RECOMMENDATIONS:

- (a) Each pilot under training should have a minimum of 2½ hours Instrument Flying Instruction, which must include Blind take-offs and recovery from unusual positions prior to receiving any night flying instructions. (b) Since the use of rudder bias in the take-off may have been a contributory factor the

ACTION TAKEN: Court recommends that it be always placed

- (A) DISCIPLINARY (B) TECHNICAL (C) OTHER in the neutral position for take-offs during ab initio night flying training.

PRIMARY CAUSE:

INABILITY TO MAINTAIN EQUILIBRIUM

BY INSTRUMENTS. Failure by pilot to

recover from right hand turn at suff-

icient altitude to avoid contact

with the ground.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT CRASHED INTO GROUND

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____