

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	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/NC		INEX/NC		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS.		PRIMARY		FL. CONTRS.		MOV. SURES.		STAB. SURFS.		W. STRUTS.		LAND. GEAR.		FLDAYS.		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.																										
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																				
CAUSES OF ACCIDENTS																																																																																		
UNIT 9 S.F.T.S.										COM. 3					PLACE 1/2 mile North of										DATE 16-9-41					TIME 22:30																																																				
Summerside, P.E.I.															Aerodrome, Summerside.										H.Q. FILE 1700-2851																																																									
A/C TYPE Harvard II										No. 2851					CRASH CAT. A					SE x		ME		DAY		NIGHT x																																																								
NAME										RANK			No.			DUTY			INJURIES					SERIOUS																																																										
Moore, C.R.										LAC			R69423			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																																																								
Harvard										2851					Total											INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS																																																
Pratt & Whitney																										21		6		34		26		63		56		-																																												
Wasp S3HL										8510/4369					Total																																																																			
SIGNAL No & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																																				
A 651 17-9-41																																																																																		
NATURE OF ACCIDENT																																																																																		

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT INJ
 FATAL
 INJ.
 3RD
 INJURY
 RAF

DUTY ON WHICH ENGAGED:

Night flying sequences 7 & 8

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft took off and after climbing to approximately 500 ft. was observed to turn left and lose height until it disappeared from view.

PRIMARY CAUSE:

L.A.C. Moore did not carry out a thorough cockpit check in that the elevator trimming tabs were left in the landing position.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The aircraft went out of control, stalled at low altitude, and dove into the ground, following a rapid climb on take-off due to the elevator tabs being set in the tail heavy position.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

DATE: September 18th, 1941.

COMPOSITION:

President	S/L	Hodson, K.L.B.
Member	F/O	Kimball, G.F.
Member	F/O	Morris, H.K.

RECOMMENDATIONS:

1. More emphasis should be placed on cockpit drill.
2. The procedure of Command Instruction T.150/3, para. 4 (b), be strictly adhered to, with the exception that a gentle climbing turn be executed above 500 feet if the direction of take-off would carry the aircraft over the water.

ACTION TAKEN: Nil

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

3. It is felt that if there had been an occupant in the rear cockpit he might have lived if the counter weights had not come through the seat. It is, therefore, recommended that these counter balance weights be more firmly anchored.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____