

|                            |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|----|----|----|----|----|----|----|----|----|--------------------|----|----|----|----|---------------------------------------|----|---------------------|----|----|--|----|----|----|----|--|----|----------------|----|----|-------------------|----|--|--|--|-----------------------|--|--|--|--|---------|--|--|--|--|-------|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 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                      |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    | AIRFRAME FAILURE    |    |    |  |    |    |    |    |  |    | ENGINE FAILURE |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OTHERS                     |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    | CAUSES OF ACCIDENTS |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| UNIT <b>9 S.F.T.S.</b>     |    |    |    |    |    |    |    |    |    | COM. <b>3</b>      |    |    |    |    | PLACE <b>Mount Pleasant Aerodrome</b> |    |                     |    |    |  |    |    |    |    | DATE <b>27-9-41</b>  |    |                |    |    | TIME <b>11:45</b> |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Summerside, PEI</b>     |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    | H.Q. FILE <b>1100-25-86</b>  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A/C TYPE <b>Harvard</b>    |    |    |    |    |    |    |    |    |    | No. <b>2586</b>    |    |    |    |    | CRASH CAT. <b>C</b>                   |    |                     |    |    | SE <input checked="" type="checkbox"/> ME <input type="checkbox"/> |    |    |    |    | DAY <input checked="" type="checkbox"/> NIGHT <input type="checkbox"/> |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NAME                       |    |    |    |    |    |    |    |    |    | RANK               |    |    |    |    | No.                                   |    |                     |    |    | DUTY   |    |    |    |    | INJURIES   |    |                |    |    | SERIOUS           |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Gould, W.I.</b>         |    |    |    |    |    |    |    |    |    | <b>Sgt. R64760</b> |    |    |    |    | <b>P.</b>                             |    |                     |    |    | <b>Uninjured.</b>  |    |    |    |    | FATAL  |    |                |    |    | INJURY            |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Morris, R.V.</b>        |    |    |    |    |    |    |    |    |    | <b>F/Sgt 2345</b>  |    |    |    |    | <b>Pass</b>                           |    |                     |    |    | <b>Uninjured.</b>  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                            |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                            |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  | CARD SERIAL No.       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                            |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TYPE A/F & ENGINE          |    |    |    |    |    |    |    |    |    | No.                |    |    |    |    | EXTENT OF DAMAGE                      |    |                     |    |    | REPORT FORM  |    |    |    |    | SERIAL No.   |    |                |    |    | DATE              |    |  |  |  | HOURS FLOWN BY PILOTS |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Harvard</b>             |    |    |    |    |    |    |    |    |    | <b>2586</b>        |    |    |    |    | <b>Slight</b>                         |    |                     |    |    |  |    |    |    |    |  |    |                |    |    | INST.             |    |  |  |  | NIGHT                 |  |  |  |  | ON TYPE |  |  |  |  | TOTAL |  |  |  |  | LAST 6 MOS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                            |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Wasp S3H1 8029/2112</b> |    |    |    |    |    |    |    |    |    | <b>SLIGHT</b>      |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SIGNAL No & DATE           |    |    |    |    |    |    |    |    |    | UNIT No. & DATE    |    |    |    |    | COM. No. & DATE                       |    |                     |    |    | REPORT   |    |    |    |    | FILE   |    |                |    |    | DATE              |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>A 692 27-9-41</b>       |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NATURE OF ACCIDENT         |    |    |    |    |    |    |    |    |    |                    |    |    |    |    |                                       |    |                     |    |    |  |    |    |    |    |  |    |                |    |    |                   |    |  |  |  |                       |  |  |  |  |         |  |  |  |  |       |  |  |  |  |            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND'TD  
 PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL-G SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXYING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAT BY  
 FATAL  
 INJ.  
 3rd.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

UND'TD  
 PRIMARY  
 HAND Q.

DUTY ON WHICH ENGAGED:

Practice flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: OCTOBER 2ND, 1941.

Pilot made dunny approach and thinking wheels were down allowed aircraft to come close to the ground. Propellor touched ground and aircraft landed with wheels retracted.

COMPOSITION:

S/L Gledhill, J.W.

RECOMMENDATIONS:

PRIMARY CAUSE:

NIL

~~Faulty cockpit drill.~~

The Pilot descended below 200 feet practicing forced landing procedure, contrary to Station Flying Orders.

ACTION TAKEN:

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

Pilot placed on charge:-  
Stoppage of Pay  
Endorsement of Log Book  
"Disobedience"

~~LANDED WITH WHEELS RETRACTED~~

Pilot carried out forced landing procedure with undercarriage retracted, contrary to Command (Training) Instruction.

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

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