

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 1 S.F.T.S.										COM. 1				PLACE Camp Borden, Ontario.										DATE 29-9-41				TIME 10:10											
Camp Borden, Ont.										1				Camp Borden, Ontario.										H.O. FILE 1100-28-16															
A/C TYPE Harvard										No. 2816				CRASH CAT. C 2				SE x		ME		DAY x		NIGHT															
NAME										RANK		No.		DUTY		INJURIES						SERIOUS																	
Baldwin, W.G.										Sgt		R67843		P.		Uninjured.						FATAL		INJURY															
Tribble, E.										LAC		R84076		P.P.		Uninjured.																							
																						CARD SERIAL No.																	
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Harvard										2816		Slight								INST NIGHT		ON TYPE		TOTAL		LAST 6 MOS													
Wasp S3H1										8485/4344 Nil								30 10		26:20		238		160															
SIGNAL No & DATE										UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE													
C 156 30-9-41																																							
NATURE OF ACCIDENT																																							

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND'TD
PRIMARY
HANDO.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UND'TD
PRIMARY
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3rd.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Navigation test.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Monthly Accident Return. ✓

Ground looped ~~damaging~~ starboard oleo leg, port oleo leg, wing flap, wing tip and airscrew.

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

Unsuitable aerodrome surface.

ACTION TAKEN:

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

More dual.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Lack of experience in that pilot could not stop swing.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____