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|--------------------|----|----------------|------------------|------------------------|------------|------------|-----------------------|-------|---------|---------|-------|--------|-------------|----------------------|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 | | CAUSES OF FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | |
| UNIT 14 S.F.T.S. | | COM. | | PLACE | | | | | | | | | | DATE 10:12 | | TIME 2-10-41 | | | | | | | | | | | | | | | |
| Aylmer, Ontario. | | 1 | | Main Aerodrome, Aylmer | | | | | | | | | | H.Q. FILE 1100-30-96 | | | | | | | | | | | | | | | | | |
| A/C TYPE | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | | | | | | | | | | | | | | | | | | |
| Harvard | | 3096 | | C 3 | | x | | | | x | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | RANK | No. | DUTY | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | |
| Noble, K.W. | | | LAC | 1393591 | P. | Uninjured. | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | EXTENT OF DAMAGE | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard | | 3096 | Slight | | | | INST. | NIGHT | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | |
| Wasp S3H | | 10525 | 213520 | (Airscrew damaged) | | | | | | DUAL | SOLO | DUAL | SOLO | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 99 | | | | | | | | | | | | | | | | | | | |
| SIGNAL No & DATE | | UNIT No & DATE | | COM. No & DATE | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | |
| A 63 | | 2-10-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES
 UNINJURED
 PRIMARY
 HAND Q
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 3RD.
 5
 4
 3
 2
 1

DUTY ON WHICH ENGAGED:

Sequences 7, 8, 15, 17.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot unable to prevent swing -
ground looped.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R 170

DATE:

COMPOSITION:

2 3/2 3 5/2 3 5 ✓

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Inexperience on part of pilot.

ACTION TAKEN:

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

Log Book endorsed "Error of Judgment"

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C ground looped to the left, right
oleo leg collapsed and starboard wing
struck the ground.

RECORDED BY

DATE

CHECKED BY

DATE