

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

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE							
CAUSES OF ACCIDENTS														
UNIT	9 S.F.T.S. Summerside, P.E.I.		COM.	3		PLACE	Hillsborough Bay off Pt. Prim near Charlottetown		DATE	18/11/41		TIME	15:45	
A/C TYPE	Harvard II		No.	2864		CRASH CAT.	"A"		SE	X		ME		
DAY	X		NIGHT			H.Q. FILE						1700-2864		
NAME	Levine, S.M.		RANK	LAC R79129		DUTY	P.		INJURIES				SERIOUS	
									Missing		FATAL		INJURY	
									(Believed Killed)				1	
									CARD SERIAL NO.					
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS								
Harvard	2864	Total				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.		
Wasp	4391	Probably				20	12	41	41	72	71			
S3H-I		Total												
SIGNAL No. & DATE	A2 18-11		UNIT No. & DATE			COM. No. & DATE			REPORT	FILE	DATE			
NATURE OF ACCIDENT														

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

UND/TD
 PRIMARY
 FUEL SYS.
 COOL SYS.
 IGNIT. SYS.
 LUB'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG. CONTS.
 MISCEL.
 UND/TD
 PRIM
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 S.

DUTY ON WHICH ENGAGED:

Passenger Test.
(Formation Flying Practice - SOLO)

COURT OF INQUIRY, INVESTIGATING OFFICER *20/11/41*

OR COMMANDING OFFICER'S REPORT:

COURT OF ENQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft reported to have been seen to dive into water - Harvard 2864 took off at 1545 hours with Lac. Levine, pilot, solo and flying formation with Lac. Baldwin came down out of the clouds, dropping in a spin from a distance of about 500' into the water at about 1645 hours.

DATE: 19.11.41.

COMPOSITION:

S/Ldr.
F/Lt.
F/O.

(31 G.R.S
Charlottetown.)
R.H. Warcup. #9 SFTS
J.E. Morgan. #9 Summerside. }
H.H. Morris. { " " }

RECOMMENDATIONS:

- (1) That No. 3 T.C. instruction No. 130/5 be brought more forcibly to the notice of U/T Pilots.
(2) That U/T Pilots have more instruction in the recognition of icing conditions.

PRIMARY CAUSE:

- (1) Lac. Levine failed to comply with No. 3 T.C. instruction No. 130/5 regarding formation flying.
(2) Lac. Levine lost control of his aircraft in cloud and broke cloud at such a height that he was unable to regain control before his aircraft struck the water, and it appears certain that LAC Levine was, in fact, killed in the crash.

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft dived into the water at about 500 feet.

RECORDED BY

DATE

CHECKED BY

DATE