

|                         |          |          |                 |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
|-------------------------|----------|----------|-----------------|----------|----------|------------------|----------|----------|-------------|---------|---------|-----------------|---------|---------|------------------------------------|---------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|------------|----|---|--------------|---|---|----------------------|---|---|-----------------------------|---|--------|-----------|--|--|------------|--|--|--------|--|--|--------------|--|--|-----------------|--|--|---------------|--|--|---------|--|--|-------|--|--|---------|--|--|-----------|--|--|-----------|--|--|-------------|--|--|------------|--|--|-----------|--|--|-------------|--|--|--------------|--|--|---------|--|--|-------|--|--|---------|--|--|
| 32<br>19<br>2           | 31<br>18 | 30<br>17 | 29<br>16        | 28<br>15 | 27<br>14 | 26<br>13         | 25<br>12 | 24<br>11 | 23<br>10    | 22<br>9 | 21<br>8 | 20<br>7         | 19<br>6 | 18<br>5 | 17<br>4                            | 16<br>3 | 15<br>2 | 14<br>1                                                                                                                                                                                               | 13 | 12 | 11         | 10 | 9 | 8            | 7 | 6 | 5                    | 4 | 3 | 2                           | 1 |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| DISOB.                  |          |          | NEG-NCE         |          |          | INEXP-NCE        |          |          | MISCEL.     |         |         | INSTRUCT.       |         |         | FLT. CONTR.                        |         |         | OTHERS                                                                                                                                                                                                |    |    | PRIMARY    |    |   | FL. CONTRS.  |   |   | MOV. SURFS.          |   |   | STAB. SURFS.                |   |        | W. STRUTS |  |  | LAND. GEAR |  |  | FLOATS |  |  | FUSE OR HULL |  |  | TAIL SKID OR W. |  |  | ENGINE MOUNT. |  |  | MISCEL. |  |  | UNDTD |  |  | PRIMARY |  |  | FUEL SYS. |  |  | COOL SYS. |  |  | IGNIT. SYS. |  |  | LUB'N SYS. |  |  | ENG. STR. |  |  | AIRSCREW A. |  |  | ENG. CONTRS. |  |  | MISCEL. |  |  | UNDTD |  |  | PRIMARY |  |  |
| PILOT                   |          |          | OTHERS          |          |          | AIRFRAME FAILURE |          |          |             |         |         |                 |         |         |                                    |         |         | ENGINE FAILURE                                                                                                                                                                                        |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| CAUSES OF ACCIDENTS     |          |          |                 |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| UNIT <u>S.F.T.S.</u>    |          |          |                 |          |          |                  |          |          |             |         |         | COM. <u>1</u>   |         |         | PLACE <u>Camp Borden Aerodrome</u> |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   | DATE <u>19-12-41</u> |   |   | TIME <u>1130</u>            |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| A/C TYPE <u>Harvard</u> |          |          |                 |          |          |                  |          |          |             |         |         | No. <u>3130</u> |         |         | CRASH CAT. <u>C 1</u>              |         |         | SE <u>X</u>                                                                                                                                                                                           |    |    | ME         |    |   | DAY <u>X</u> |   |   | NIGHT                |   |   | H.Q. FILE <u>1100-31-30</u> |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| NAME                    |          |          |                 |          |          |                  |          |          |             |         |         | RANK            |         |         | No.                                |         |         | DUTY                                                                                                                                                                                                  |    |    | INJURIES   |    |   |              |   |   |                      |   |   | SERIOUS                     |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| Church, D.F.            |          |          |                 |          |          |                  |          |          |             |         |         | LAC             |         |         | R72107                             |         |         | P.                                                                                                                                                                                                    |    |    | uninjured. |    |   |              |   |   |                      |   |   | FATAL                       |   | INJURY |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
|                         |          |          |                 |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   | CARD SERIAL No.      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
|                         |          |          |                 |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| TYPE A/F & ENGINE       |          |          | No.             |          |          | EXTENT OF DAMAGE |          |          | REPORT FORM |         |         | SERIAL No.      |         |         | DATE                               |         |         | HOURS FLOWN BY PILOTS                                                                                                                                                                                 |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| Harvard                 |          |          | 3130            |          |          | Slight           |          |          |             |         |         |                 |         |         |                                    |         |         | INST.                                                                                                                                                                                                 |    |    | NIGHT      |    |   | ON TYPE      |   |   | TOTAL                |   |   | LAST 6 MOS.                 |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| Wasp S3H1               |          |          | 4796            |          |          | Nil              |          |          |             |         |         |                 |         |         |                                    |         |         | 22                                                                                                                                                                                                    |    |    | Nil        |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| SIGNAL No. & DATE       |          |          | UNIT No. & DATE |          |          | COM. No. & DATE  |          |          | REPORT      |         |         | FILE            |         |         | DATE                               |         |         | STAGE OF FLIGHT                                                                                                                                                                                       |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| C 192                   |          |          | 20-12-41        |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         | CAUSES<br>MISCELLANEOUS<br>HAND Q.<br>INSTS.<br>WEATHER<br>DRKNS.<br>AL'G SURF.<br>OTHER<br>UNDTD<br>PRIMARY<br>TAXIING<br>LANDING<br>TAKE-OFF<br>FLIGHT<br>STATRY<br>FATAL<br>INJ.<br>3RD.<br>INJURY |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |
| NATURE OF ACCIDENT      |          |          |                 |          |          |                  |          |          |             |         |         |                 |         |         |                                    |         |         |                                                                                                                                                                                                       |    |    |            |    |   |              |   |   |                      |   |   |                             |   |        |           |  |  |            |  |  |        |  |  |              |  |  |                 |  |  |               |  |  |         |  |  |       |  |  |         |  |  |           |  |  |           |  |  |             |  |  |            |  |  |           |  |  |             |  |  |              |  |  |         |  |  |       |  |  |         |  |  |

DUTY ON WHICH ENGAGED:

Precautionary forced landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RL70 ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft skidded to left on ice and left oleo leg cracked when skid suddenly stopped as aircraft struck a dry surface.

DATE:

COMPOSITION:

LH / PSND / U SD / XGZ / WWC

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Skidded on ice due to cross wind then suddenly struck a dry surface.

ACTION TAKEN:

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

More dual given.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Force of initial skid caused oleo leg to buckle after striking dry surface.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_