

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																																																				
<table border="1"> <tr> <td>TECH.</td><td>DISO.B.</td><td>NEG.NCE</td><td>INEXP.NCE</td><td>MISCELL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL CONTRS</td><td>MOV. SURFS.</td><td>STAB SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE. OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT</td><td>MISCELL</td><td>UNDTD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB N SYS.</td><td>ENG. STR.</td><td>AIRCREW A.</td><td>ENG. CONTRS.</td><td>MISCELL</td><td>UNDTD</td><td>PRIMARY</td><td>HAND Q.</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>ALG SURF.</td><td>OTHER</td><td>UNDTD</td><td>PRIMARY</td><td>TAXIING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STRUTY</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td> </tr> </table>																																TECH.	DISO.B.	NEG.NCE	INEXP.NCE	MISCELL.	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	MISCELL	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTRS.	MISCELL	UNDTD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STRUTY	FATAL	INJ.	3RD.	5	4	3	2	1
TECH.	DISO.B.	NEG.NCE	INEXP.NCE	MISCELL.	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	MISCELL	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTRS.	MISCELL	UNDTD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STRUTY	FATAL	INJ.	3RD.	5	4	3	2	1																																
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																					
CAUSES OF ACCIDENTS																																																																																			
UNIT <b>No.14 S.F.T.S.</b>										COM. <b>1</b>										PLACE <b>Tillsonburg Fairgrounds</b>										DATE <b>22-12-41</b>		TIME <b>1100</b>																																																			
Aylmer, Ont.																														SH.Q. FILE <b>1100-31-28</b>																																																					
A/C TYPE <b>Harvard 3128</b>										No. <b>3128</b>										CRASH CAT. <b>C 2</b>										SE <b>x</b>		ME		DAY <b>x</b>		NIGHT																																															
NAME										RANK		No		DUTY		INJURIES										SERIOUS																																																									
<b>Donaldson, W.C.</b>										<b>LAC</b>		<b>R104925</b>		<b>P</b>		<b>Uninjured</b>										FATAL		INJURY																																																							
																										CARD SERIAL NO.																																																									
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																															
<b>Harvard</b>										<b>3128</b>		<b>Slight</b>								INST		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																							
<b>Wasp</b>										<b>4794</b>		<b>Slight</b>								<b>2</b>		<b>N11</b>		<b>11 6</b>		<b>51 29</b>																																																									
SIGNAL No. & DATE										UNIT No. & DATE										COM No. & DATE										REPORT		FILE		DATE																																																	
<b>A.46</b>										<b>23-12-41</b>																																																																									
NATURE OF ACCIDENT																																																																																			

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Sequences 6-7-8-13-15-16-17.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RL70

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil became lost. Made wheels up  
precautionary landing.

DATE:

COMPOSITION:

*FR/PCN/UCK/15 ✓*

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Inexperience on part of pupil.  
Could not locate home airport.

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot made wheels up landing.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_