

32 S.F.T.S.  
 Moose Jaw, Sask.  
 COM. 4  
 PLACE 6 miles South of Caron  
 DATE 14.1.42 TIME 10:40  
 H.Q. FILE 1300-2800-1  
 A/C TYPE Harvard  
 No. 2800  
 CRASH CAT. A  
 SE x ME  
 DAY x NIGHT  
 NAME RANK No DUTY INJURIES SERIOUS  
 Jones, H.K. P/O 118076 F.I. Killed  
 Jackson, R.L. LAC 656360 PP Killed  
 CARD SERIAL NO. 2  
 TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE HOURS FLOWN BY PILOTS  
 Harvard 2800 Total  
 Wasp S3H1 4253 Total  
 Wasp S3H1  
 INST. NIGHT ON TYPE TOTAL LAST 6 MOS.  
 DUAL SOLO DUAL SOLO  
 24 16 51 77 101 138  
 17 12 42 47 67 73  
 SIGNAL No. & DATE UNIT No. & DATE COM. No. & DATE REPORT FILE DATE  
 A 63 14-1-42  
 NATURE OF ACCIDENT

PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE  
 CAUSES OF ACCIDENTS  
 CAUSES  
 MISCELLANEOUS  
 FLIGHT  
 STAGE OF  
 LANDING  
 TAKE OFF  
 FLIGHT  
 STAT BR  
 FATAL  
 INJ.  
 3rd.  
 INJURY

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY

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TECH.  
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 INEXP'NCE  
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 INSTRCT.  
 FLT. CONTR.  
 OTHERS  
 PRIMARY  
 POINTS  
 SW SURFS.  
 CAB SURFS.  
 W STRUTS  
 LAND GEAR  
 FLOATS  
 FUSE OR HULL  
 TAIL SKID OR W.  
 ENGINE MOUNT.  
 MISCEL.  
 UND'ID  
 PRIMARY  
 FUEL SYS.  
 COOL SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG. STR.  
 AIRSCREW A.  
 ENG. CONTS.  
 MISCEL.  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRINS.  
 AL'G SURF.  
 OTHER  
 UND'ID  
 PRIMARY  
 TAKYING  
 LANDING  
 TAKE OFF  
 FLIGHT  
 STAT BR  
 FATAL  
 INJ.  
 3rd.  
 INJURY

DUTY ON WHICH ENGAGED:

Dual instruction flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court Of Inquiry. ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

100/100/100/AMM ✓

COMPOSITION:

Aircraft dived into ground, during aerobatics.

RECOMMENDATIONS:

That the cockpit and engine covers in the baggage compartment of the Harvard a/c be rolled up and securely tied and then anchored to the inside of the baggage compartment. It is considered that the lock on the baggage compartment is satisfactory.

PRIMARY CAUSE:

~~Aircraft struck ground at high speed.~~

19. Out of Control

ACTION TAKEN:

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

Conclusions of A.I.B. On the evidence available it appears that the locker would not have been properly fastened before the a/c took off with the result that the cockpit cover was released from the locker and became jammed between the rudder balance and top of the fin.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Obscure.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_