

32	JU	31	TECH.	30	DISOB.	29	NEG NCE	28	INEX NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTR.	21	MOV SURFS.	20	STAB SURFS.	19	W STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SWD OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG CONTR.	3	MISCEL.	2	UNTD	1	PRIMARY	19	HAND Q.	18	INSTS.	17	WEATHER	16	DRINKS.	15	AL G SURF.	14	OTHER	13	UNTD	12	PRIMARY	11	TAKYING	10	LANDING	9	TAKE OFF	8	FLIGHT	7	STAFFRY	6	FATAL	5	INJ.	4	3rd.	3	2	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	RAF	31	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		AIRFRAME FAILURE												ENGINE FAILURE																																																																																																																																																
CAUSES OF ACCIDENTS																																																																																																																																																																
UNIT NO 2 B&G S. MOSSBANK, Sask.				COM. 4		PLACE 8 Miles S. and 2 Miles W. of Priercrest.				DATE 19.1.42		TIME 1355		H.Q. FILE 1700-37-97																																																																																																																																																		
A/C TYPE HARVARD		No. 3797		CRASH CAT. A		SE X		ME		DAY X		NIGHT																																																																																																																																																				
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																																																																																																																																		
Lawson, C.F.				F/O		C 3209		P.		Killed.				FATAL INJURY																																																																																																																																																		
Peterson, J.A.				FLT/LT		C. 609		Pass		Killed.				2																																																																																																																																																		
														CARD SERIAL NO.																																																																																																																																																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																																																				
HARVARD		3797		Totally								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																																																														
Wasp		4561		Totally								9 10		7 14		8 495																																																																																																																																																
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P.50 19.1.42.																																																																																																																																																																
NATURE OF ACCIDENT																																																																																																																																																																

MISCELLANEOUS CAUSES OF ACCIDENTS

STAGE OF FLIGHT

HAND Q.

INSTS.

WEATHER

DRINKS.

AL G SURF.

OTHER

UNTD

PRIMARY

TAKYING

LANDING

TAKE OFF

FLIGHT

STAFFRY

FATAL

INJ.

3rd.

DUTY ON WHICH ENGAGED:
Local Practice Flying.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT: COURT OF INQUIRY.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 20.1.42. 100/1100/P.N.R. ✓

Flying Officer C.F. Lawson took off in Harvard 3797 with Flight J.A. Peterson as passenger to carry out Local Practice Flying.

COMPOSITION:
President S/L W.C.S. Cooper 37720
Member Flt.Lt. L.M. James C.1102
Member F/O H.E.L.J. Prendergast

As the Aircraft was due to land at 1400 hours a search was being organized at 1515 hours. However a telephone call was received at 1540 hours from Wing Commander Morrison, A.F.C. No 32 S.F.T.S., Moose Jaw, informing us that Harvard 3797 had

RECOMMENDATIONS: C.1644

PRIMARY CAUSE: crashed 8 miles south and two miles west of Briercrest, and that both occupants had been killed.

Nil

PRIMARY:- A spin from which the Pilot was unable to recover. It is the opinion of the Court that the following circumstances were material in hindering the pilot from recovering from the spin:-

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

1. The Pilot had not fastened his Sutton harness.
2. The elevator trim was set for a climbing altitude.
3. Ballast was fitted although a passenger was carried.

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
4. No satisfactory intercommunication was possible as neither occupant was wearing a flying helmet.

RECORDED BY _____ DATE _____

19. Out of Control

CHECKED BY _____ DATE _____