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| 32 | JU | 31 | TECH. | 30 | DISOB. | 29 | NEG-NCE | 28 | INEXP-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 SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UNDTD | 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 | UNDTD | 1 | PRIMARY | 19 | HAND O. | 18 | INSTS. | 17 | WEATHER | 16 | DRKNS. | 15 | ALG SURF. | 14 | OTHER | 13 | UNDTD | 12 | PRIMARY | 11 | TAXING | 10 | LANDING | 9 | TAKE-OFF | 8 | FLIGHT | 7 | STATORY | 6 | FATAL | 5 | INJ. | 4 | 3RD. | 3 | 2ND. | 2 | 1ST. | 1 |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 32 S.F.T.S. | | | | | | | | | | COM. # 4 | | | | | PLACE Buttress landing ground. | | | | | | | | | | DATE 4-2-42 TIME 1030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MOOSE JAW, SASK. | | | | | | | | | | | | | | | | | | | | | | | | | H.Q. FILE 1100-27-96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard II | | | | | | | | | | No. 2796 | | | | | CRASH CAT. C 3 | | | | | SE X | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Farmer, R.R. | | | | | | | | | | F/O | | 85253 | | FI | | Uninjured. | | | | | FATAL | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rutherford, G.M. | | | | | | | | | | LAC | | 1346624 | | PP | | Uninjured. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard II | | 2796 | | Serious | | | | | | | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 5 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp | | S3H1 | | 8439/4298 | | Slight. | | | | | | 32 | | 81 | | 2 550 | | 92 770 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A159 | | | | 4-2-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATORY
 FATAL
 INJ.
 3RD.
 2ND.
 1ST.

DUTY ON WHICH ENGAGED:

Dual instructional flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft landed with undercarriage retracted.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R.170

XCA ✓

DATE:

COMPOSITION:

RECOMMENDATIONS:

The Commanding Officer advises that in order to obviate any repetition of the occurrence, instructions have been issued to abolish the preliminary warning with the Aldis Lamp, and the Pilot is to be warned by Very Pistol immediately, it is apparent that he is attempting to land with the undercarriage retracted.

PRIMARY CAUSE:

~~Faulty cockpit drill.~~
~~(Failure to lower U/C)~~

17. Forced Landing

ACTION TAKEN:

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

Disciplinary action is taken against the Airman concerned, for failing to warn pilot.
Instructor reprovved by C.O. and Log Book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C landed with U/C retracted.~~

32. U/C drill - In air

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____