

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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT		COM.		PLACE										DATE		TIME															
8 S.F.T.S.		# 3		Main airdrome.										4-2-42		1345															
A/C TYPE		No.		CRASH CAT.										SE		ME		DAY		NIGHT											
Harvard II		3812		C 1										x				x													
NAME				RANK		NO.		DUTY		INJURIES										SERIOUS											
Shaw, C.B.				LAC		R96435		PP		Uninjured.										FATAL		INJURY									
																				CARD SERIAL No.											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Harvard II		3812		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Wasp		9312/130		Nil								3 2		30 25		61 54															
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE											
A 79 4-2-42																															
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 UNDTD
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJ.
 3RD.
 INJURY

DUTY ON WHICH ENGAGED:

No. 1 sequence 6,7,8,10,13,15,22.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Engine failed at 7000 ft.- Pilot switched off at 6000 ft. Forced landing with undercarriage retracted damaging airscrew, cowling and scoop.

PRIMARY CAUSE:

~~Engine failed due to misuse of ancillary controls.~~

17. Forced Landing

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Forced landed with undercarriage retracted.~~

26. Engine trouble

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer. ✓

DATE: *5-2-42* *LE / AOP / PCOE / SIPP / P / F / UOH / S*

COMPOSITION:

F/O E.L. McCarthy (J3262) No. 8 S.F.T.S. Moncton, N.B.

RECOMMENDATIONS:

That greater stress be placed on instruction of pupils in the use of ancillary controls.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER None.

Conclusions of A.I.B.

A/C made a forced landing with wheels up, due to engine failure during an authorized flight in which a pupil pilot unaware of the proper use of carburettor heat control misused the carburettor and mixture controls; the situation being aggravated by faulty recording of the fuel air analyser gauge.

CHECKED BY _____

RECORDED BY _____
DATE _____

DATE _____