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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 CONTRS. | 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 | UND/TD | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUB'N SYS. | 6 | ENG STR. | 5 | AIRSCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UND/TD | 1 | PRIMARY | 19 | HAND Q | 18 | INSTS. | 17 | WEATHER | 16 | DRKINS. | 15 | ALG SURF. | 14 | OTHER | 13 | UND/TD | 12 | PRIMARY | 11 | CARD SERIAL No. | 10 | TAXYING | 9 | LANDING | 8 | TAKE-OFF | 7 | FLIGHT | 6 | STRATY | 5 | FATAL | 4 | INJ. | 3 | 3RD. | 2 | 5th | 1 | 32 |
| PILOT | | | | | | | | | | | | OTHERS | | | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT S.F.T.S. Camp Borden | | | | | | COM. #1 | | | PLACE Camp Borden | | | | | | DATE 9-2-42 | | | TIME 1445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard | | | | | | No. 2580 | | | | | | CRASH CAT. C1/2 | | | SEX | | | ME | | | DAY <input checked="" type="checkbox"/> NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | RANK | | | No. | | | DUTY | | | INJURIES | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harris, F.A. | | | | | | Sgt | | | R74046 | | | P | | | Uninjured | | | | | | FATAL | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | No. | | | EXTENT OF DAMAGE | | | REPORT FORM | | | SERIAL No. | | | DATE | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard | | | 2580 | | | Slight. | | | | | | | | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp | | | 10544/13539 | | | Slight. | | | | | | | | | | | | 26:20 | | 99:05 | | 565:00 | | | | 925:00 | | | | 235:45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | UNIT No. & DATE | | | | | | COM. No. & DATE | | | | | | REPORT | | | | | | FILE | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C17 | | | | | | 11-2-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Taxing aircraft into line.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R.170

COMPOSITION:

TBG

PCT/KGR ✓

Pilot was preparing to take off attempted to swing aircraft into line. Stbd wheel dropped into hole, causing aircraft to nose up, damaging airscrew.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Heavy snow drifts on aerodrome.~~

10. Bad Ground.

(10)

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Starboard wheel dropped into hole.

RECORDED BY

DATE

CHECKED BY

DATE