

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 6 S.F.T.S.								COM. # 1				PLACE Dunnville airdrome								DATE 9-2-42				TIME 1840															
Dunnville								# 1				Dunnville airdrome								1100-27-75				1100-27-75															
A/C TYPE Harvard								No. 2775				CRASH CAT. C 1				SE x		ME		DAY x		NIGHT																	
NAME								RANK		No		DUTY		INJURIES						SERIOUS																			
Couttie, G.I.								LAC		NZ414253		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 2775		2775		Slight.								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																					
Wasp 11374/A213655		"		"								16 4		18 16		55 54																							
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																			
A 603				10-2-42																																			
NATURE OF ACCIDENT																																							

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

CAUSES

STAGE OF FLIGHT

- 19. HAND. O.
- 18. PRIMARY
- 17. UND/TD
- 16. MISCELL.
- 15. ENG. CONTS.
- 14. AIRSCREW A.
- 13. ENG. STR.
- 12. LUBIN SYS.
- 11. IGNIT. SYS.
- 10. COOL SYS.
- 9. FUEL SYS.
- 8. PRIMARY
- 7. UND/TD
- 6. MISCEL.
- 5. ENGINE MOUNT
- 4. TAIL SWID OR W.
- 3. FUSE OR HULL
- 2. FLOATS
- 1. LAND SEAR
- 19. W. STRUTS
- 18. STAB SURFS
- 17. MOV SURFS
- 16. FL CONTS
- 15. PRIMARY
- 14. OTHERS
- 13. FLT CONTR.
- 12. INSTRUCT.
- 11. MISCELL.
- 10. INEXP NCE
- 9. NEG NCE
- 8. DISOB.
- 7. TECH.
- 6. JU.



DUTY ON WHICH ENGAGED:

Sequence 10,15,22.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On landing ran into snowbank at end of runway - went up on nose damaging airscrew & wing cowl.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R.170

DATE:

COMPOSITION:

L O / P O / P O / X G M ✓

RECOMMENDATIONS:

PRIMARY CAUSE:

Error in judgment overshooting.

7. Altus

ACTION TAKEN:

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

Log Book endorsed. "Error in judgment."

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C ran into snowbank

RECORDED BY

DATE

CHECKED BY

DATE