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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 | UNTD | 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 | UNTD | 1 | PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 39 S.F.T.S. Swiftcurrent | | | | | | | | | | COM. # 4 | | | | | PLACE Main airdrome. | | | | | | | | | | DATE 11-2-42 | | | | | TIME 1600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard II | | | | | | | | | | No. AJ 397 | | | | | CRASH CAT. C7 | | | | | H.Q. FILE 1300 A1897 | | | | | SE x | | | | | ME | | | | | DAY x | | | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | | | No. | | | | | DUTY | | | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knowles, R.W. | | | | | | | | | | Sgt. | | | | | 1375947 | | | | | ins | | | | | uninjured | | | | | | | | | | FATAL | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clegg, E. | | | | | | | | | | LAC | | | | | 1235168 | | | | | PP | | | | | uninjured. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | EXTENT OF DAMAGE | | | | | REPORT FORM | | | | | SERIAL No. | | | | | DATE | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard | | | | | | | | | | AJ397 | | | | | Slight | | | | | | | | | | | | | | | INST. | | | | | NIGHT | | | | | ON TYPE | | | | | TOTAL | | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp | | | | | | | | | | A213807 | | | | | Nil | | | | | | | | | | | | | | | 28 | | | | | 20 | | | | | 7 | | | | | 44 | | | | | 104 | | | | | 181 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | :15 | | | | | --- | | | | | 3 | | | | | --- | | | | | 44 | | | | | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT. | | | | | FILE | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A739 12-2-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES
 HAND'D
 INSTS.
 WEATHER
 DRINKS.
 AL & SURF
 OTHER
 UNTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

DUTY ON WHICH ENGAGED:

Dual instruction of powered approach.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft held off too high & wing stalled. Aileron wing hit ground.

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

R170

DATE:

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Pupil held off too high.~~

H. Heavy

ACTION TAKEN:

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

Instructor interviewed by C.I. No disciplinary action taken.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Wing stalled on landing.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____