

CATEGORY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	TYPE OF ENGINE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	TYPE OF A/C 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	CAUSES OF ACCIDENTS 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 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	OTHERS 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	AIRFRAME FAILURE 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	ENGINE FAILURE 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	MISCELLANEOUS 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	STAGE OF FLIGHT 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	UNY/UND 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	HAND Q. 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	INSTS 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	WEATHER 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	DRKNS. 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	AL G. SURF. 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	OTHER 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	UND/TD 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	PRIMARY 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	TAXIING 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	LANDING 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	TAKE OFF 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	FLIGHT 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	STAT BY 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	FATAL 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	INJ. 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	3RD. 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																										
																											UNIT C.F.S. Trenton.	COM. # 1	PLACE 1/2 mi. south Roblin Lake.	DATE 9-2-42	TIME 1355	A/C TYPE Fawn	No. 209	CRASH CAT. B	SE x	ME	DAY x	NIGHT	NAME Reese, C.	RANK Sgt.	No. 1336077	DUTY P	INJURIES Uninjured.	SERIOUS FATAL	INJURY							
																											A/C TYPE Fawn	No. 209	CRASH CAT. B	SE x	ME	DAY x	NIGHT	NAME Smith, E.J.	RANK P/O	No. J0466	DUTY PP	INJURIES Uninjured.	SERIOUS FATAL	INJURY	CARD SERIAL No.	TYPE A/F & ENGINE Fawn	No. 209	EXTENT OF DAMAGE Seriously	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE DUAL SOLO	TOTAL DUAL SOLO	LAST 6 MOS.
																											TYPE A/F & ENGINE Kinner	No. 1502-116	EXTENT OF DAMAGE Seriously	REPORT FORM	SERIAL No.	DATE	INST. 19	NIGHT 17	ON TYPE DUAL SOLO 8 7	TOTAL DUAL SOLO 101 93	LAST 6 MOS.	INST. 25	NIGHT 12	ON TYPE DUAL SOLO 30 29	TOTAL DUAL SOLO 76 82	LAST 6 MOS.	SIGNAL No. & DATE A 941 10-2-42	UNIT No & DATE	COM. No & DATE	REPORT	FILE	DATE	NATURE OF ACCIDENT			

DUTY ON WHICH ENGAGED:

Mutual instructional flight sequence 17.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

In attempting to make forced landing, wheels struck snow drift and overturned. owing to ice on carburettor the engine did not respond.

PRIMARY CAUSE:

~~Carelessness on part of pilot. Sgt. Rees, C.S., in that he failed to clear the engine sufficiently to keep the carburettor free from ice.~~

7. Others

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

DATE:

COMPOSITION:

FM / ... / ...

RECOMMENDATIONS:

Nil

ACTION TAKEN:

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

Sgt. Rees' log book will be endorsed in accordance with C.A.P. 100.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~In attempting to land the A/C the wheels struck a snow drift and A/C overturned.~~

RECORDED BY

DATE

CHECKED BY

DATE