

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 P. 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

TECH. DISO.B. NEG/NC INEXP/NC MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTR. MOV. SURFS. STAB. SURFS. W. STRUTS LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND TD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB IN SYS. ENG. STR. AIRSCREW A. ENG. CONTR. MISCEL. UND TD

TYPE OF ACCIDENT: PILOT, OTHERS, AIRFRAME FAILURE, ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT: 1 S.F.T.S. Camp Borden
 COM: 1
 PLACE: W.A.
 DATE: 4-4-42 TIME: 5:25
 H.Q. FILE: 1100-33-90

A/C TYPE: Yale
 No.: 3399
 CRASH CAT.: 31
 SE: x ME: x DAY: x NIGHT: x

NAME	RANK	No.	DUTY	INJURIES	SERIOUS
Switzer W.A.	LAC.	R113281	P.P.	Uninjured.	FATAL INJURY

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Yale	3399	Slightly						DUAL	SOLO	DUAL	SOLO	
Wright <i>2nd husband</i>	15018	Nil				12	3	3	2	38	46	

SIGNAL No. & DATE: C-48 5-4-42

UNIT No. & DATE: _____

COM. No. & DATE: _____

REPORT: _____ FILE: _____ DATE: _____

NATURE OF ACCIDENT

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 ()

MISCELLANEOUS CAUSES

HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND TD PRIMARY TAKING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. 5 4 3 2 1

UND TD PRIMARY

RAF 32

DUTY ON WHICH ENGAGED:
Circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:
R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
A/C stalled too high when landing-
STPD wing dropped striking runway .
A/C straightened and stopped.

DATE:
COMPOSITION:

2/17/54
2/17/54
2/17/54
2/17/54

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Error in judgment when landing in
30 Mph. cross winds.~~

A. P. Leavy

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

More dual instruction.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Starboard wing striking runway
resulting in ground loop.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____