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|---|--------|------------------|---------------|--------------------|----------------|-------------|--------------|-----------------|------------------------|-------|---------|----------------|-------------------------|-----------------|-------------|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|--------|------------------|--|--|--|--|--|--|--|--|--|----------------|--|--|--|--|--|--|--|--|--|---------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------------------------------------|--|-----------|--|--------------------|--|--|--|--|--|--|--|--|--|-----------------|--|--------------|--|------------------------|--|-------------|--|-------------------|--|---------|--|----|--|-----|--|------------|--|---------------------|--|--|---------------|--|----------------|--|--------------|--|------------------------|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|--|-------------------|--|-----|--|------------------|--|-------------|------------|------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|------------|--|------|--|----------|--|--|--|--|-------|-------|---------|--|-------|--|-------------|---------|--|---------|--|----------|--|--|--|--|----|---|----|----|----|----|--|-----------------------------------|--|--|--|-----------------|--|--|--|-----------------|--|--|--|--------|--|------|--|------|--|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td colspan="1">PILOT</td> <td colspan="1">OTHERS</td> <td colspan="10">AIRFRAME FAILURE</td> <td colspan="10">ENGINE FAILURE</td> </tr> <tr> <td colspan="32">CAUSES OF ACCIDENTS</td> </tr> <tr> <td colspan="2">UNIT 31 S.F.T.S. Kingston, Ont.</td> <td colspan="2">COM. 1</td> <td colspan="10">PLACE Gananogue</td> <td colspan="2">DATE 10-5-42</td> <td colspan="2">TIME 0100</td> </tr> <tr> <td colspan="2">A/C TYPE Harvard 11</td> <td colspan="2">No. 3314</td> <td colspan="2">CRASH CAT. C 1</td> <td colspan="2">SE x</td> <td colspan="2">ME</td> <td colspan="2">DAY</td> <td colspan="2">NIGHT x</td> </tr> <tr> <td colspan="3">NAME Parker S.A.</td> <td colspan="2">RANK A/I/A</td> <td colspan="2">NO. FY33697</td> <td colspan="2">DUTY P.P.</td> <td colspan="4">INJURIES Uninjured.</td> <td colspan="2">SERIOUS FATAL INJURY</td> </tr> <tr> <td colspan="14"></td> <td colspan="2">CARD SERIAL NO.</td> </tr> <tr> <td colspan="2">TYPE A/F & ENGINE</td> <td colspan="2">No.</td> <td colspan="2">EXTENT OF DAMAGE</td> <td colspan="1">REPORT FORM</td> <td colspan="1">SERIAL No.</td> <td colspan="1">DATE</td> <td colspan="13">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="2">Harvard 11</td> <td colspan="2">3314</td> <td colspan="2">Slightly</td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1">INST.</td> <td colspan="1">NIGHT</td> <td colspan="2">ON TYPE</td> <td colspan="2">TOTAL</td> <td colspan="1">LAST 6 MOS.</td> </tr> <tr> <td colspan="2">Wasp S3</td> <td colspan="2">H1 4901</td> <td colspan="2">Slightly</td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1">15</td> <td colspan="1">3</td> <td colspan="1">28</td> <td colspan="1">28</td> <td colspan="1">64</td> <td colspan="1">54</td> <td colspan="1"></td> </tr> <tr> <td colspan="4">SIGNAL No. & DATE C-72 11-5-42</td> <td colspan="4">UNIT No. & DATE</td> <td colspan="4">COM. No. & DATE</td> <td colspan="2">REPORT</td> <td colspan="2">FILE</td> <td colspan="2">DATE</td> </tr> <tr> <td colspan="32">NATURE OF ACCIDENT</td> </tr> </table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | PILOT | OTHERS | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | UNIT 31 S.F.T.S. Kingston, Ont. | | COM. 1 | | PLACE Gananogue | | | | | | | | | | DATE 10-5-42 | | TIME 0100 | | A/C TYPE Harvard 11 | | No. 3314 | | CRASH CAT. C 1 | | SE x | | ME | | DAY | | NIGHT x | | NAME Parker S.A. | | | RANK A/I/A | | NO. FY33697 | | DUTY P.P. | | INJURIES Uninjured. | | | | SERIOUS FATAL INJURY | | | | | | | | | | | | | | | | CARD SERIAL NO. | | TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | Harvard 11 | | 3314 | | Slightly | | | | | INST. | NIGHT | ON TYPE | | TOTAL | | LAST 6 MOS. | Wasp S3 | | H1 4901 | | Slightly | | | | | 15 | 3 | 28 | 28 | 64 | 54 | | SIGNAL No. & DATE C-72 11-5-42 | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | FILE | | DATE | | NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | OTHERS | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 31 S.F.T.S. Kingston, Ont. | | COM. 1 | | PLACE Gananogue | | | | | | | | | | DATE 10-5-42 | | TIME 0100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard 11 | | No. 3314 | | CRASH CAT. C 1 | | SE x | | ME | | DAY | | NIGHT x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Parker S.A. | | | RANK A/I/A | | NO. FY33697 | | DUTY P.P. | | INJURIES Uninjured. | | | | SERIOUS FATAL INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard 11 | | 3314 | | Slightly | | | | | INST. | NIGHT | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp S3 | | H1 4901 | | Slightly | | | | | 15 | 3 | 28 | 28 | 64 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE C-72 11-5-42 | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 5

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER *LH/PSNH/USH ✓*

Circuits and landings night flying.

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pupil landing at night stalled

COMPOSITION:

A/C and made heavy landing.

levelled out too high

Port also collapsed.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Error of judgement on part of pupil.

in making a heavy landing at night.

4. HEAVY

ACTION TAKEN:

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

Pupil interviewed by C.F.I.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

starboard wheel striking ground.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____