

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. CONTR.	21	MOV. SURFS.	20	STAB SURFS.	19	W SURFS.	18	LAND GEAR	17	FLOATS	16	FUSE. OR HULL	15	ENGINE MOUNT.	14	MISCEL.	13	UND/TD	12	PRIMARY	11	FUEL SYS.	10	COOL SYS.	9	IGNIT. SYS.	8	LUB'N SYS.	7	ENG. STR.	6	AIRSCREW A.	5	ENG. CONTR.	4	MISCEL.	3	UND/TD	2	PRIMARY	1	MISCEL.	19	UND/TD	18	PRIMARY	17	HAND O.	16	INSTS.	15	WEATHER	14	DRKNS.	13	ALG. SURF.	12	OTHER	11	UND/TD	10	PRIMARY	9	TAXING	8	LANDING	7	TAKE-OFF	6	FLIGHT	5	STAIRY	4	FATAL	3	INJ.	2	3RD.	1	RAF	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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																																																							
CAUSES OF ACCIDENTS																																																																																																																																					
UNIT 38 S.F.T.S.		COM. I		PLACE IN LAKE ONTARIO, 1 MILE										DATE 15-6-42		TIME 1230																																																																																																																					
KINGSTON, ONT.		I		SOUTH OF SANDHURST										H.Q. FILE 1300-FE288																																																																																																																							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																																																									
HARVARD II		FE288		A		X		X		X		X																																																																																																																									
A NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																																																																																																							
MOORE J.C.				A/L/A		FX85590		P.P.		MISSING.				FATAL INJURY																																																																																																																							
												CARD SERIAL No.																																																																																																																									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																									
HARVARD II		FE288										INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																																	
WASP		4112437/13984										14		6		33		31		74 63																																																																																																																	
SIGNAL No & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																																																																																																						
C-103			15-6-42																																																																																																																																		
NATURE OF ACCIDENT																																																																																																																																					

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY. INVESTIGATING OFFICER

PRACTICE FLYING SOLO SPINNING AND FORCED LANDING OR COMMANDING OFFICER'S REPORT:
APPROACH PRACTICE.

INVESTIGATING OFFICER'S REPORT ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 16-6-42.

IM/P/HOP/ER/PM/MI/AE

A/C SEEN BY LOCAL PERSONNEL TO FALL INTO LAKE ONTARIO IN WOODRIDGE GAP NEAR SANDHURST, ONT. SANK IMMEDIATELY. PUPIL WITNESS DECLARES HE SAW PARACHUTE DESCENDING AND FALL IN WATER NEAR PLEASANT POINT AND DISAPPEAR.

COMPOSITION:

S/L STIBBARD F.C. NO. 31 B & G SCHOOL, R.A.F., PICTON, ONT.

RECOMMENDATIONS:

NIL.

PRIMARY CAUSE:

OBSERVATIONS OF A.C.C.

~~THE PROBABLE CAUSE OF THE ACCIDENT IS OBSCURE. THE REASON WHY HE LEFT THE A/C IS UNKNOWN, BUT THE EVIDENCE SHOWS THAT HE WAS DETAILED TO PRACTICE STUNS AND AEROBATICS. IT IS PROBABLE THAT HE GOT INTO DIFFICULTIES AND ABANDONED THE A/C RATHER THAN STAY WITH IT AND MAKE FURTHER ATTEMPT TO BRING IT OUT. THE WIND VELOCITY AND DIRECTION AT THE TIME OF THE ACCIDENT WOULD TEND TO DRIFT THE PARACHUTE TO WHERE A/L/A McLAUGHLIN STATED IT FELL.~~

FOR OBSERVATIONS OF A.C.C. SEE ACCIDENT INVESTIGATION SUMMARY No. 349.

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF AIR

THIS ACCIDENT WAS CAUSED BY THE PILOT ABANDONING THE A/C WHEN FIRE OCCURRED IN THE CARBURETTOR.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

19. *Out. of Control*
20. *FIRE - IN AIR*

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____