

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		
TYPE OF A/C		CAUSES OF ACCIDENTS										MISCELLANEOUS CAUSES																					
UNIT		COM.		PLACE		DATE		TIME		AIRFRAME FAILURE ENGINE FAILURE PILOT OTHERS FL. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT MISCEL. UND'TO PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND'TO PRIMARY HAND O INSTS. WEATHER DRKNS. ALG. SURF. OTHER UND'TO PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD 5 4 3 2 1																							
31 S.F.T.S. Kingston, Ont.		#1		Gananoque, R.I.		19-6-42		0030																									
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		SERIOUS FATAL INJURY 1 CARD SERIAL NO.																			
Harvard 11		AJ543		"C" 2		x						x																					
NAME		RANK		No.		DUTY		INJURIES		SERIOUS FATAL INJURY 1 CARD SERIAL NO.																							
Key, J.M.		ALA		FX85445		PP.		Uninjured																									
Bodington, W.M.		SGT.		901418		ACQ		Killed																									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Harvard 11		AJ543		Slightly																													
Wasp S3HI		4519		Slightly																													
INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																									
13		4		23		25		6																									
25		40		-		23		93		47																							
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		NATURE OF ACCIDENT																					
C-107		19-6-42																															

DUTY ON WHICH ENGAGED:

Circuits and landing.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C landed with u/c retracted.

Fire tender came upon body of Sgt.

Bodington lying on ground on

landing path 200 yards short of

scene. It can only be assumed that

the a/c which landed with u/c retracted

was the one responsible for striking

PRIMARY CAUSE:

Sgt. Bodington.

Airman was struck by the leading edge.

of the port mainplane of Harvard No.

AJ543.

Primary Cause of Wheels Up Landing.

~~Faulty cockpit check on part of pupil pilot.~~

OTHERS

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C landed with u/c retracted.~~

32. Up. Drill

IN AIR

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICERS REPORT.

DATE: 19-6-41

COMPOSITION:

LUC / PCDUF / FM / UCDL ✓

G1013 S.L. Folkins, G.A. Central Flying School,  
Trenton, Ontario.

RECOMMENDATIONS:

It is recommended for prevention of a repetition of this type of accident that a definite procedure be laid down for the relief personnel when reporting from the hangar or control tower to the flare path and under no circumstances are personnel to cross the flare path when night flying is in progress.

ACTION TAKEN:

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

Log Book endorsed "Carelessness" Stoppage of privileges for one week.

Conclusions of A.I.B. On take-off at night an a/c piloted by a pupil, struck and fatally injured an airman, as he was crossing the flare path, to take up his position as Aerodrome Control Officer.

Later the aircraft landed ~~ing~~ did so with wheels retracted.

CHECKED BY

DATE