

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	
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19
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	
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	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
	CAUSES OF ACCIDENTS											
UNIT	13 S.F.T.S.			COM.	PLACE			DATE	TIME			
	St. Hubert			3	M.A.			11-7-42	0220			
A/C TYPE	Harvard II			No.	2946			CRASH CAT.	C 7			
	Harvard II			2946			C 7			SE	ME	DAY
NAME	RANK		No.	DUTY		INJURIES		SERIOUS				
	Van Wyk, N.		LAC.	R13609	P.P.		Uninjured.		FATAL	INJURY		
TYPE A/F & ENGINE	No.		EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
	Harvard 2946		Slight				INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS
Wasp 4188/4986		Slight				3	2	2	148	90	81	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE				
A-312		11-7-42										
NATURE OF ACCIDENT												

MISCELLANEOUS CAUSES	INSTS.
	WEATHER
MISCELLANEOUS CAUSES	DRINKS.
	ALIG SURF.
MISCELLANEOUS CAUSES	OTHER
	UND/TD
MISCELLANEOUS CAUSES	PRIMARY
	TAXIING
MISCELLANEOUS CAUSES	LANDING
	TAKE-OFF
MISCELLANEOUS CAUSES	FLIGHT
	STATUTORY
MISCELLANEOUS CAUSES	FATAL
	INJ.
MISCELLANEOUS CAUSES	3rd.
	INJ.
MISCELLANEOUS CAUSES	RAF
	INJ.

DUTY ON WHICH ENGAGED:

Sequences 7 8.

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

12/8/1960 ✓

COMPOSITION:

The night flying control officer saw that the wheels were up as the a/c was passing him, fired a red Very flare, but by the time the pupil put on his engine, it was too late to prevent the a/c from completing the landing.

RECOMMENDATIONS:

PRIMARY CAUSE: ~~Carelessness in that the Pilot failed to carry out correct cockpit check before landing.~~ Nil

19. Out of control

ACTION TAKEN:

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

Pilot's Log Book endorsed "Carelessness" also placed on charge and awarded 7 days C.B. and 21 days restricted privileges.

19

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft made a "wheels-up" landing.~~

32. We drill - In air.

RECORDED BY

DATE

CHECKED BY

DATE