

|                            |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
|----------------------------|----|-----------------|------------------|------------------|----------------------|--------|-----------------------|-------|---------|------|-------|------|-------------|----------------|-----------------|------------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|--|--|
| 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 |  |  |  |  |
| PILOT                      |    | OTHERS          |                  | AIRFRAME FAILURE |                      |        |                       |       |         |      |       |      |             | ENGINE FAILURE |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| CAUSES OF ACCIDENTS        |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| UNIT                       |    | COM.            |                  | PLACE            |                      |        |                       |       |         |      |       |      |             | DATE           |                 | TIME       |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| 31 S.F.T.S.                |    |                 |                  | Gananoque        |                      |        |                       |       |         |      |       |      |             | 14-9-42        |                 | 2140       |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| Kingston, Ont.             |    | # 1             |                  |                  |                      |        |                       |       |         |      |       |      |             | H.Q. FILE      |                 | 1300-AJ543 |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| A/C TYPE                   |    | No.             |                  | CRASH CAT.       |                      |        |                       |       |         |      |       |      |             | SE             | ME              | DAY        | NIGHT |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| Harvard II                 |    | AJ543           |                  | A                |                      |        |                       |       |         |      |       |      |             | x              |                 |            | x     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| NAME                       |    | RANK            | No.              | DUTY             | INJURIES             |        |                       |       |         |      |       |      |             |                | SERIOUS         |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| Blackburn, L.              |    | P/O             | 69332            | P                | Dangerously injured. |        |                       |       |         |      |       |      |             |                | FATAL           | INJURY     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
|                            |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 | 1          |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
|                            |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                | CARD SERIAL No. |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
|                            |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| TYPE A/F & ENGINE          |    | No.             | EXTENT OF DAMAGE | REPORT FORM      | SERIAL No.           | DATE   | HOURS FLOWN BY PILOTS |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| Harvard AJ543              |    | Totally         |                  |                  |                      |        | INST.                 | NIGHT | ON TYPE |      | TOTAL |      | LAST 6 MOS. |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| Pratt & Whitney A4519/8758 |    | Total           |                  |                  |                      |        |                       |       | DUAL    | SOLO | DUAL  | SOLO |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| SIGNAL No. & DATE          |    | UNIT No. & DATE |                  | COM. No. & DATE  |                      | REPORT |                       | FILE  |         | DATE |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| C 178                      |    | 15-9            |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |
| NATURE OF ACCIDENT         |    |                 |                  |                  |                      |        |                       |       |         |      |       |      |             |                |                 |            |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND/TD  
 PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRINKS  
 AL/G SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 INJURY

DUTY ON WHICH ENGAGED:

Night flying circuits and landings solo.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft hit a tree and the ground shortly after take-off, burst into flames and was totally destroyed.

DATE: 23/9-42.

COMPOSITION:

F/L Pooley, H.R. No. 31 S.F.T.S., Kingston, Ont.

*0 OC / ROC / PSF / O / I*

*ICN ✓*

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~Unable to maintain equilibrium allowed A/C to veer to right, just after take off into a spiral dive.~~

*Collisions*  
**(13)**

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

Pupil on second solo at night, unable to maintain equilibrium allowed his A/C to veer to the right, just after take-off, into a spiral dive, and crashed into trees, where it caught fire.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C crashed into trees where it caught fire.~~

*Fire in crash*

**(29)**

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_