

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	0							
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								
TECH.	DISOB.	NEG. ACC.	INEXP. ACC.	MISCEL.	INSTRUCT.	FLT. 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/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY									
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE									
CAUSES OF ACCIDENTS																																							
UNIT		32 S.F.T.S.		COM.		PLACE		DATE		16-9-42		TIME		1645																									
Moose Jaw, Sask		# 4		Main Aerodrome		H.Q. FILE		1100-25-81																															
A/C TYPE		Harvard IIA		No.		2581		CRASH CAT.		C 4		SE		x		ME		DAY		NIGHT		x																	
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																									
Marvin J.A.P.				P/O		1425719		PP		Uninjured.				FATAL		INJURY																							
Landeg, D.				LAC		1321766				Uninjured.																													
														CARD SERIAL NO.																									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																											
Harvard IIA		2581		Seriously.								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																					
Wasp S3H1		8389/4248		Slightly.								5 25		2 27		15 20																							
												7 2		1 1		48 27																							
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																			
A 69				16-9																																			
NATURE OF ACCIDENT																																							

CAUSES

STAGE OF FLIGHT

HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL-G SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 5/4

18  
 17  
 16  
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Dual instruction training flight.

OR COMMANDING OFFICER'S REPORT:

R.170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Harsh application of brakes caused aircraft to overturn after landing.

COMPOSITION:

*L M / ATO / PCM / IE / UBP ✓*

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Error of judgment. Brakes applied too harshly.~~

*Others*

ACTION TAKEN:

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

Pupil pilot interviewed by Chief Instructor.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C overturned.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_