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|---------------------|----|-------|----|--------|-----------------|---------|----|-----------|----|-----------------------|----|-----------|----|-------------|-------------|--------|----|---------|----|------------------|----|-------------|---|--------------|------------|-----------|---|-----------|---|-----------------|---|---------------|----|-----------------|---------|---------------|----|---------|----|----------------------|----|---------|---|-----------|--------|-----------|---|-------------|---|-----------------|--|-----------|--|-------------|------|--------------|--|---------|--|-------------|--|---------|--|--|--|--|--|--|--|--|--|--|--|--|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | |
| JU. | | TECH. | | DISOB. | | NEG-NCE | | INEXP-NCE | | 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 | | | | | | | | | | | | |
| TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | MISCELLANEOUS CAUSES | | | | | | | | | | STAGE OF FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT | | | | | COM. | | | | | PLACE | | | | | DATE | | | | | TIME | | | | | H.Q. FILE | | | | | HAND Q. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 S.F.T.S. | | | | | # 1 | | | | | 1 mile N.E. Aerodrome | | | | | 23-9-42 | | | | | 1120 | | | | | 1100-31-80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | | | | No. | | | | | CRASH CAT. | | | | | SE | | | | | ME | | | | | DAY | | | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard II | | | | | 3180 | | | | | A | | | | | x | | | | | | | | | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | RANK | | | | | No. | | | | | DUTY | | | | | INJURIES | | | | | SERIOUS | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kirk, N.E. | | | | | F/S | | | | | R75719 | | | | | FI | | | | | Killed. | | | | | FATAL | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| McIntyre, J.I. | | | | | WO2 | | | | | R72041 | | | | | FI | | | | | Killed. | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | No. | | | | | EXTENT OF DAMAGE | | | | | REPORT FORM | | | | | SERIAL No. | | | | | DATE | | | | | INST. | | | | | NIGHT | | | | | ON TYPE | | | | | TOTAL | | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard II 3180 | | | | | Totally | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp 4355/8496 | | | | | Totally | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT | | | | | FILE | | | | | DATE | | | | | LANDING | | | | | TAKEOFF | | | | | FLIGHT | | | | | STATRY | | | | | FATAL | | | | | INJ. | | | | | INJURY 3RD. | | | | | | | | | | | | | | |
| A 715 | | | | | 23-9-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

Virtual
Instruction in instrument take-offs.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INK ✓

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 24-9-42.

Aircraft appeared to climb steeply

COMPOSITION:

in takeoff and stall dropping a wing, F/O James A. MacKelvie No. 1 T.C.
crashing in to Grand River and sinking.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Obscure.~~

Out of control
19

ACTION TAKEN:

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

Conclusions of A.I.B. There is insufficient evidence to establish the cause of the accident but the possibility that one of the pilots inadvertently moved the flap actuating lever cannot be dismissed. This is supported by the fact that the flaps were found at about 15 degrees after the accident.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft stalled at low altitude
insufficient for recovery.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____