

TECH.		DISOB.		NEG/NC		INEX/PC		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTR.		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. CONTR.		MISCEL.		UND/TD		PRIMARY	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																															
CAUSES OF ACCIDENTS																																																													
UNIT					COM.					PLACE										DATE					TIME																																				
1 O.T.U.										Quebec.										4-11-42					1615																																				
Bagotville, Que.					# 3					4 miles N.W. of Jonquiere										H.Q. FILE																																									
A/C TYPE										No.					CRASH CAT.					SE					ME					DAY					NIGHT																										
Harvard IIB										FE397					A					x																																									
NAME										RANK					No.					DUTY					INJURIES					SERIOUS																															
Copp, W.E.										RAF					E/O					110420					FI					Killed.					FATAL					INJURY																					
Sutherland, D.C.										P/O					J9860					P.					Killed.					2																															

DUTY ON WHICH ENGAGED:

Instrument check.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Went into spin at 7000 feet and failed to recover. Crashed into row of trees.

PRIMARY CAUSE:

~~Obscure, but points to structural failure~~

~~(See Summary of Accident Investigation~~

No. 672)

19 Out of **(19)**  
Control

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

39. Structural **(39)**  
Failure

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

DATE:

COMPOSITION:

INR ✓

RECOMMENDATIONS:

MONTHLY ACCIDENT RETURN BE SENT TO ALL STATIONS (SEE SUMMARY OF ACCIDENT INVESTIGATION No. 672)

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

(1) A/C BROKE UP IN AIR FOLLOWING DIVE AT HIGH SPEED. (2) ON EVIDENCE IMPOSSIBLE TO DEFINITELY DETERMINE CAUSE OF ACCIDENT. EVIDENCE OF FARMER EYE-WITNESSES CONSIDERED UNRELIABLE AND THEREFORE OF LITTLE USE (3) CAPTAIN OF A/C WAS COMPARATIVELY UNEXPERIENCED ON HARVARD A/C AND HAD ONLY FLOWN ABOUT 14 HOURS ALTOGETHER SINCE APRIL, 1942.

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

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