

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	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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
TECH.	DISOB.	NEG NCE	INEAPNCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SWID 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	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PR. MARY	TAXIING	LANDING	TAKE OFF	FLIGHT	STAIRY	FATAL	INJ.	3RD.	INJ.	RAF		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																				
CAUSES OF ACCIDENTS																																																		
UNIT 13 S.F.T.S.		COM. # 3		PLACE Main Aerodrome		DATE 24-1-43		TIME 0145																																										
St. Hubert, Que.		# 3		Main Aerodrome		24-1-43		0145																																										
A/C TYPE Harvard II		NO. 2998		CRASH CAT. C-1		SE x		ME		DAY		NIGHT x																																						
NAME		RANK		NO.		DUTY		INJURIES										SERIOUS																																
St. John, J.I.		LAC		R152445		PP		Nil										FATAL INJURY																																
																		CARD SERIAL NO.																																
																		X																																
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																						
Harvard		2998		Nil								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																
Wasp		98371/4596		Slight																																														
SIGNAL NO. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																								
A 26		25-1																																																
NATURE OF ACCIDENT																																																		

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Sequences 7 and 8. Night.

D.14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Aircraft taxied into angle of glide indicator at cessation of flying.

COMPOSITION:

710/X04/XC ✓

RECOMMENDATIONS:

PRIMARY CAUSE:

~~2. Hitting obstructions.~~

9. Collision
(9)

ACTION TAKEN:

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

(A) Officer i/c Night Flying and Control Officer were lectured on subject and given extra duties.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Error of judgment on part of Officer i/c night flying for not checking that indicator was at right position and Control Officer for sending A/C across runway instead of around on taxi strip.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____