

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 #31 S.F.T.S. Kingston		COM. #1 TC		PLACE Bath Bombing Range, Lake Ontario										DATE 8.5.43		TIME 1107																							
A/C TYPE Harvard II		No. AJ.690		CRASH CAT. A		SE X		ME		DAY X		NIGHT		H.Q. FILE 1300-AJ.690																									
NAME			RANK		No		DUTY		INJURIES				SERIOUS																										
Davies, B.L.			ALA		FX91940		PP		Nil				FATAL INJURY																										
CARD SERIAL No.																																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																											
Harvard II		#AJ.690		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																					
Wasp		7816/4034		Total								13 12		39 49		73 69																							
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																			
C.95				8.5.43																																			
NATURE OF ACCIDENT																																							
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								
MISCELLANEOUS		HAND Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UND TD		PRIMARY		TAXIING		LANDING		TAKEOFF		FLIGHT		STATIONARY		FATAL		INJ.		350.		RAF		K		N	

DUTY ON WHICH ENGAGED:

Bombing Training Exercise

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14 #39

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Misjudged height on run for 3rd bomb and hit water. A/C sank in 30-45 seconds, pilot picked up by Station Air Sea Rescue 15 mins. later.

DATE:

12 28 1944 ✓

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

32. Pilot Error

ACTION TAKEN:

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

Log book endorsed "Error in judgement"

Noteworthy that the Station Air Sea Rescue Service was put into operation and functioned exceptionally well.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

18. Loss of control

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____