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|--|---|--------|---|---------|---|-----------|---|--------|----|-----------------|----|------------|----|--------|------------------------|---------|----|----------|----|------------------|----|------------|----|----------|---------------|-----------|----|--------|----|-----------------|----|-----------------|----|---------------|-----------------------|---------|----|--------|----|-------------|----|-----------|----|-----------|----|-------------|----|------------|----|-----------|----|-------------|----|-------------|----|---------|----|--------|----|-----------|----|----|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|--------|----|----|----|----|----|----|----|----|----|---------|----|----|----|----|----|----|----|----|-----|--------|--|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|-------|--|--|--|--|--|--|--|--|--|------|--|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|
| 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 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TECH. | | DISOB. | | NEG NCE | | INEXP NCE | | MISCEL | | INSTRUCT. | | FLT CONTR. | | OTHERS | | PRIMARY | | FL CONTS | | 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. CONTS. | | MISCEL. | | UND TD | | PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT No. 1 S.F.T.S. (ATS) Camp Borden | | | | | | | | | | COM. 1 | | | | | PLACE Bolton, Ontario. | | | | | | | | | | DATE 29-12-40 | | | | | TIME 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard | | | | | | | | | | No. 2681 | | | | | CRASH CAT. C or B | | | | | SE I | | ME | | DAY I | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | | | No. | | | | | DUTY | | | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gridley, R.H. | | | | | | | | | | LAC | | | | | R60117 | | | | | P-1 | | | | | Uninjured | | | | | | | | | | FATAL | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stepenson, J.H. | | | | | | | | | | LAC | | | | | R64227 | | | | | P-2 | | | | | Uninjured | | | | | | | | | | FATAL | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | EXTENT OF DAMAGE | | | | | REPORT FORM | | | | | SERIAL No. | | | | | DATE | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard | | | | | | | | | | 2681 | | | | | Serious | | | | | D-13 | | | | | 8-1-41 | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp | | | | | | | | | | 8295/ | | | | | Serious | | | | | | | | | | | | | | | Starshon | | 34 | | 57 | | 75 | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S381 | | | | | | | | | | 4209 | | | | | | | | | | | | | | | | | | | | Gridley | | 43 | | 28 | | 67 | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | COM. No. & DATE | | | | | | | | | | REPORT | | | | | FILE | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | 29-12-40 | | | | | | | | | | 29-12-40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | STAGE OF FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | | CAUSES | | | | | | | | | | HANDS | | | | | | | | | | INSTS. | | | | | | | | | | WEATHER | | | | | | | | | | DRINKS. | | | | | | | | | | ALG SURF. | | | | | | | | | | OTHER | | | | | | | | | | UND TD | | | | | | | | | | PRIMARY | | | | | | | | | | TAXING | | | | | | | | | | LANDING | | | | | | | | | | TAKE-OFF | | | | | | | | | | FLIGHT | | | | | | | | | | STATRY | | | | | | | | | | FATAL | | | | | | | | | | INJ. | | | | | | | | | | BRO. G. | | | | | | | | | |

DUTY ON WHICH ENGAGED: Instrument
flying practice.

COURT OF INQUIRY, INVESTIGATING OFFICER **FBI/ANT/XCI/WVF**
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: Investigating Officer's Report.

COMPOSITION: 27-12-40.

Flying Officer V. Y. Haines.

Attempted forced landing due to bad weather. The aircraft touched down in a stubble field and after running about 100 yds. tipped over on its nose.

RECOMMENDATIONS: That an effort be made to provide a forecast for local weather conditions as experience has shown that a general forecast is not sufficiently accurate for the area around Camp Borden.

PRIMARY CAUSE: Bad weather caused forced landing in an unsuitable field.

ACTION TAKEN:

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

A.M.T. considers that F.O Fernie did not use good judgment in sending up two pupil pilots under the weather conditions existing at Camp Borden at that time. 1100-26-81 28-441.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____