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SRD.         </div> <div style="flex-grow: 1;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">PILOT</td> <td colspan="2">OTHERS</td> <td colspan="10">AIRFRAME FAILURE</td> <td colspan="10">ENGINE FAILURE</td> </tr> <tr> <td colspan="32" style="text-align: center;">CAUSES OF ACCIDENTS</td> </tr> <tr> <td colspan="10">UNIT No. 4 S.F.T.S.</td> <td colspan="2">COM.</td> <td colspan="10">PLACE</td> <td colspan="2">DATE 10-1-41</td> <td colspan="10">TIME 0945</td> </tr> <tr> <td colspan="10">Saskatoon, Sask.</td> <td colspan="2">No. 2</td> <td colspan="10">20 miles s-w. Saskatoon</td> <td colspan="2">H.Q. 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DUTY ON WHICH ENGAGED:

Solo flying. precautionary  
landing practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Landed with undercarriage up.

PRIMARY CAUSE:

Landed with undercarriage  
retracted, due to pilot  
not carrying out cockpit  
procedure.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: LUC/PLDUF/UCDL

DATE:

Commanding Officer's Report.

11-1-41

COMPOSITION:

Flight Lieutenant R.F. Gross.

RECOMMENDATIONS:

Adherence by pilots to correct flying  
sequence, on approach to landing.

A.M.T. on 1100-25-77, 7-2041, considers that  
constructive disciplinary action would be of value  
to the pupil.

D.14 approved by A.M.T. 7-2-41.

ACTION TAKEN:

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

D.14 approved by A.M.T. 7-2-41.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_