

## CASPIR Aircraft Accident Cards

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**Serial:** 2715

**Title:** North American Harvard Mk.II serial:2715 Accident Card

**Author:** Royal Air Force (RAF)

**Subject:** This accident involved 1 aircraft on 1941-January-23. Harvard s/n 2715. This accident involved 2 people. Morgan JH, Rich CRS This accident had 2 fatalities. Flying Officer Christopher Roy Stanton Rich RAF Killed in Flying Accident service no:42439 Harvard 2715, Leading Aircraftman John Hitchings Morgan RAFVR Killed in Flying Accident service no:1253787 Harvard 2715

**Keywords:** RAFHarvard ,2715,32 SFTS,32 Service Flying Training School,Moose Jaw Saskatchewan,1941-January-23,Morgan,RichRCAF L20

**Created:** 1941-01-23

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#2715>

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				
CAUSES OF ACCIDENTS												
UNIT # 32 S.F.T.S;		COM. 4		PLACE 1 2 mile N.W. of aerodrome				DATE 23-1-41		TIME 1430		
Moosa Jav, Sask.		Moosa Jav, Sask.				H.O. FILE 13002715-1						
A/C TYPE Harvard		No. 2715		CRASH CAT. A		SE X	ME	DAY X	NIGHT			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS			
Rich, C.R.S.			F/O	42439	FI	Fatal			FATAL	INJURY		
Morgan, J.H.			LAC	1253787	PP	Fatal			2			
									CARD SERIAL No.			
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				LAST 6 MOS.		
Harvard	2715	Total	D.6		14-2-41	INST.	NIGHT	ON TYPE		TOTAL		
Maap S3M	#318/4232	TOTAL				RICH	NIL	32	5	352		
						MORGAN	11	6	37	20		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		
1	24-1-41	A.156	23-1-41									
NATURE OF ACCIDENT												

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- UNDTD
- PRIMARY
- HANDS.
- INSTS.
- WEATHER
- DRYNS.
- ALG SURF.
- OTHER
- UNDTD
- PRIMARY
- TAXING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ.
- BRD.
- RAF

DUTY ON WHICH ENGAGED: INSTRUMENT FLYING.

COURT OF INQUIRY, INVESTIGATING OFFICER I OC/AOC/PSF/B/E/CN  
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

THE AIRCRAFT EMERGED FROM A CLOUD BASE IN SUCH AN ATTITUDE THAT THERE WAS INSUFFICIENT HEIGHT TO RECOVER FROM THE RESULTANT DIVE. THE AIRCRAFT STRUCK THE GROUND AT AN ANGLE OF 45 DEGREES AND BOUNCED TWICE AND EXPLODED.

PRIMARY CAUSE: THE AIRCRAFT EMERGED FROM THE CLOUD BASE IN SUCH AN ATTITUDE THAT THERE WAS INSUFFICIENT HEIGHT FROM WHICH TO RECOVER FROM THE RESULTANT DIVE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

POSSIBLE ICING CONDITIONS.

COURT OF INQUIRY.

DATE:

COMPOSITION: 14-2-41

FLYING OFFICER TAYSLOR, W.S. MEMBER.  
WING COMMANDER H.R. BARDON, PRESIDENT.  
FLIGHT LIEUTENANT C.P. BARBER, MEMBER.

RECOMMENDATIONS: THAT PARA. 23 SEC. 1. CAP 100 BE COMPLETED WITH ON ALL FUTURE OCASIONS. WHEN CLOUD FLYING IS CARRIED OUT.

A.M.T. REQUESTS AN INVESTIGATING OFFICER TO LOOK INTO THIS AND SIMILAR ACCIDENTS ON HARVARDS REGARDING ICING CONDITIONS AND INSTRUMENT BEHAVIOUR. 1300-2715-1 25-4-41.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
A MT APPROVES D.6 6-3-41.

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

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