

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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1											
TECH.	DISOB.	NEG-NCB.	INEXP-NCB.	MISCEL.	INSTRUCT.	FLYT. CONTR.	OTHERS.	PRIMARY.	FL. CONTRS.	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. CONTRS.	MISCEL.	UND/TD.	PRIMARY.	HAND.O.	INSTS.	WEATHER.	DRKNS.	AL.G SURF.	OTHER.	UND/TD.	PRIMARY.	TAXING.	LANDING.	TAKE-OFF.	FLIGHT.	STAT'RY.	FATAL.	INJ.	3RD.	RAF.	RAF.
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																		
CAUSES OF ACCIDENTS																																																
UNIT # 1 S.F.T.S.		COM. 1		PLACE Alliston Aerodrome.										DATE 29-1-41		TIME 2340																																
A/C TYPE Yale		No. 3366		CRASH CAT. C		SE X		ME		DAY		NIGHT X																																				
NAME				RANK		No.		DUTY		INJURIES						SERIOUS																																
O'Byrne.				LAC		4080222		P		Uninjured						FATAL INJURY																																
												CARD SERIAL NO.																																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																				
Yale		3366		Slight		D.14		31-1-41				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																														
Wright		18687/		Slight		D.13		26-2-41		O'Byrne				50		53																																
Whirlwind		15026																																														
PQ75E.3																																																
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																												
NATURE OF ACCIDENT																																																

DUTY ON WHICH ENGAGED: Intermediate  
Training.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The pupil <sup>overshot</sup> the flare path. The pupil mistook the red lantern marking the deep snow for red lantern marking the beginning of the flare path.

PRIMARY CAUSE:

Pupil undershot the flare path.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pupil mistook the deep snow marked by a lantern for the lantern marking the flare path.

COURT OF INQUIRY; INVESTIGATING OFFICER LU/PSU/XLP  
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

DATE: 31-1-41

COMPOSITION: Group Captain R.S. Grandy.

RECOMMENDATIONS:

Obstructions in the neighborhood of the flare path to be marked with two red lights close together.

ACTION TAKEN:

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

RECORDED BY

DATE

CHECKED BY

DATE