

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
JU.	TECH.	DISOB.	NEG-INCE	INEXP-INCE	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.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UNDTD	PRIMARY
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																
CAUSES OF ACCIDENTS																															
UNIT # 32 S.F.T.S.		COM.		PLACE										DATE 3-2-41		TIME 1040															
Moose Jay, Sask.		4		Moose Jay Aerodrome										H.Q. FILE 1300-27-49																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Harvard II		2749		C.7		x				x																					
NAME			RANK	No.	DUTY	INJURIES					SERIOUS																				
Oman, A.S.			LAC	RAF1375	P.	Uninjured					FATAL	INJURY																			
				280																											
											CARD SERIAL NO.																				
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																							
Harvard		2749	Serious		D.14		3-2-41	INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.																	
Wasp S3H		8432/8291	Slight							DUAL	SOLO	DUAL	SOLO																		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
308		A.242 3-2-41																													
NATURE OF ACCIDENT																															
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	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STAT'RY	FATAL	INJ.	3RD.														

DUTY ON WHICH ENGAGED: TRAINING FLIGHT.
FORCED AND PRECAUTIONARY LANDING.

COURT OF INQUIRY, INVESTIGATING OFFICER LUC/ACDUF/UCDL
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PUPIL LANDED WITH UNDERCARRIAGE RETRACTED.
ON APPROACHING THE AERODROME TO LAND, PILOT
CLOSED HIS THROTTLE TO LOSE HEIGHT AND
PRESSED THE CONTACT SWITCH IN THE UNDERCARRIAGE
WARNING HORN CIRCUIT .

COMMANDING OFFICER'S REPORT

DATE: 3-2-41
COMPOSITION:

G/C A.L. JAMES

PRIMARY CAUSE:

CARELESSNESS ON THE PART OF THE PILOT, IN
NOT CARRYING OUT THE CORRECT COCKPIT PRO-
CEDURE.

RECOMMENDATIONS:

THIS ACCIDENT WAS DUE TO CARELESSNESS AND IT IS RECOMMENDED THAT
A SUITABLE ENDORSEMENT SHOULD BE MADE ON THE PILOT'S LOG BOOK,
UNDER SECTION 4 PARA. 26 OF C.A.P. 100. THE PUPIL PILOT TO BE AD-
MONISHED BY HIS OC. INSTRUCTIONS CONTAINED IN T.C. LETTER

ACTION TAKEN:

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

No. S.32 d/12-41 RE WARNING HORN HAVE BEEN PASSED TO ALL INSTRU-
CTORS. ENDORSEMENT TO BE MADE ON THE PILOT'S LOG BOOK.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____