

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'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.	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 # 4 S.F.T.S. Saskatoon, Sask.				COM. 2		PLACE 5 Miles W.S.W. of Kenanton, Sask.				DATE 9-2-41		TIME 09:30																									
A/C TYPE Harvard				No. 2581		CRASH CAT. C		SE X ME		DAY X NIGHT																											
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																								
Fitzgerald P.C.			LAC		R61798		P		Uninjured.				FATAL INJURY																								
												CARD SERIAL No.																									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																									
Harvard		2581		Serious		B14				11-3-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																			
Wasp S3H1		8025/4108												DUAL SOLO		DUAL SOLO																					
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																	
32				D48 9-2-41																																	
NATURE OF ACCIDENT																																					
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
MISCELLANEOUS CAUSES																FLIGHT STAGE																					
HAND O.																INSTRS. WEATHER																					
DRKNS.																ALG SURF.																					
OTHER																UNDTD																					
PRIMARY																LANDING																					
TAAXING																FLIGHT																					
TAKE-OFF																STATRY																					
FATAL																INI.																					
3RD.																RAF																					
5																32																					

DUTY ON WHICH ENGAGED:

Formation Flying.

COURT OF INQUIRY, INVESTIGATING OFFICER *FM/AOP/PCDE/ES/PT/PC/I*  
OR COMMANDING OFFICER'S REPORT: ""

Commanding Officers Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 11-3-41

After pupil broke off from formation his engine failed through loss of fuel pressure. The pupil states that the fuel cock was on the right tank and that the fuel gauges showed 10 gal. in the right tank and 20 in the left. Forced landing resulted.

COMPOSITION:

Group Captain (A.D. Bell-Irving)

RECOMMENDATIONS:

Endorsement of pilots log book.

PRIMARY CAUSE:

The right gasoline tank was allowed to run dry and the pilot failed to switch over to the reserve tank despite the fact that the red fuel pressure light was blinking.

ACTION TAKEN:

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

7 days C.B. and 10 days R.P.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The aircraft landed with wheels down but not locked and turned over in the snow.

*10211*

RECORDED BY

DATE

CHECKED BY

DATE