

|                     |    |                 |             |                       |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
|---------------------|----|-----------------|-------------|-----------------------|--------|-------------|------|------------|------------|---------|----|-----------------------|--------------|----------------|----|-------------------|----|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|--|--|--|--|
| 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  |  |  |  |  |  |  |
| 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 |  |  |  |  |  |  |
| PILOT               |    | OTHERS          |             | AIRFRAME FAILURE      |        |             |      |            |            |         |    |                       |              | ENGINE FAILURE |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| CAUSES OF ACCIDENTS |    |                 |             |                       |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| UNIT                |    | COM.            |             | PLACE                 |        |             |      |            |            |         |    |                       |              | DATE           |    | TIME              |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| # 6 S.F.T.S.        |    | 1               |             | Aerodrome, Dunnville, |        |             |      |            |            |         |    |                       |              | 12-2-41        |    | 1435              |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Dunnville, Ont.     |    |                 |             | Ontario               |        |             |      |            |            |         |    |                       |              | H.Q. FILE      |    | 1100-27-69(34-19) |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| A/C TYPE            |    | No.             |             | CRASH CAT.            |        | SE          |      | ME         |            | DAY     |    | NIGHT                 |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Harvard             |    | 2769 D          |             | C                     |        | X           |      |            |            | X       |    | X                     |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Yale                |    | 3419            |             | C                     |        | X           |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| NAME                |    |                 | RANK        |                       | No.    |             | DUTY |            | INJURIES   |         |    |                       | SERIOUS      |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Freeman, H.         |    |                 | (2769) Sgt. |                       | R56849 |             | FI   |            | Uninjured  |         |    |                       | FATAL INJURY |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Coderre, M.A.       |    |                 | (2769) LAC  |                       | R69729 |             | PP   |            | Uninjured. |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Evans, G.T.         |    |                 | (3419) LAC  |                       | R65407 |             | P    |            | Uninjured  |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
|                     |    |                 |             |                       |        |             |      |            |            |         |    | CARD SERIAL NO.       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
|                     |    |                 |             |                       |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| TYPE A/F & ENGINE   |    | No.             |             | EXTENT OF DAMAGE      |        | REPORT FORM |      | SERIAL No. |            | DATE    |    | HOURS FLOWN BY PILOTS |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Harvard             |    | 2769            |             | Slight                |        | D.14        |      |            |            | 17-2-41 |    | INST. NIGHT           |              | ON TYPE        |    | TOTAL             |    | LAST 6 MOS. |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Wasp S3H1           |    | 4310            |             | Nil                   |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Yale                |    | 3419            |             | Serious               |        | D.14        |      |            |            | 17-2-41 |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| Whirlwind 15075     |    |                 |             | Slight                |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| SIGNAL No. & DATE   |    | UNIT No. & DATE |             | COM. No. & DATE       |        | REPORT      |      | FILE       |            | DATE    |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |
| NATURE OF ACCIDENT  |    |                 |             |                       |        |             |      |            |            |         |    |                       |              |                |    |                   |    |             |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 INJURY  
 INJ. 3RD.  
 INJ. 2ND.  
 INJ. 1ST.  
 FATAL  
 STATRY  
 FLIGHT  
 TAKE-OFF  
 LANDING  
 TAXIING  
 PRIMARY  
 UNDTD  
 OTHER  
 ALG SURF.  
 DRINKS.  
 WEATHER  
 INSTS.  
 HANDO.  
 PRIMARY  
 UNDTD  
 MISCEL.  
 ENG. CONTS.  
 AIRSCREW A.  
 ENG. STR.  
 LUB'N SYS.  
 IGNIT. SYS.  
 COOL SYS.  
 FUEL SYS.  
 PRIMARY  
 UNDTD  
 MISCEL.  
 ENGINE MOUNT.  
 TAIL SKID OR W.  
 FUSE OR HULL  
 FLOATS  
 LAND. GEAR  
 W. STRUTS  
 STAB SURFS.  
 MOV. SURFS.  
 FL. CONTS.  
 PRIMARY  
 OTHERS  
 FLT. CONTR.  
 INSTRUCT.  
 MISCEL.  
 INEXP NCE  
 NEG NCE  
 DISOBB.  
 TECH.  
 JU.

DUTY ON WHICH ENGAGED: Dual instruction  
on aerobatics and forced landings.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

MULT.  
ICA/REL  
ICA/IA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Harvard approached steeply, Yale  
approached flat and directly below.  
Yale did not come out from under  
Harvard until just prior to flat-  
tening out. It is not considered  
that the instructor in Harvard could  
have seen the Yale until too late.

DATE:

17-2-41

COMPOSITION:

Squadron Leader V.H. Patriarche.

PRIMARY CAUSE:

Two aircraft making simultaneous approach  
from different heights and failing to  
observe one another.  
Congested traffic conditions in  
vicinity of aerodrome.

RECOMMENDATIONS:

The volume of traffice which can be  
safely handled from a single field equipped with  
runways appears to be limited. It is noted that  
the congestion now prevailing has resulted in  
two accidents and a number of other near-  
acciden ts. The relief field is being used  
to ease the situation.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_