

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															
TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. 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.Q.	INSTS.	WEATHER	DRKMS.	ALG. SURF.	OTHER	UND'TD	PRIMARY	TAXTING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																															
CAUSES OF ACCIDENTS																																														
UNIT # 31 G.R.S. Charlottetown.				COM. 3		PLACE St. Hubert, P.Q.				DATE 19-2-41				TIME 13:35																																
										H.Q. FILE 1100-28-75																																				
A/C TYPE Harvard II				No. 2875				CRASH CAT. Nil				SE X		ME		DAY X		NIGHT																												
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																
Over, R.M.				F/O		41314		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		2875		Nil		D14				22-2-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																												
Wasp		8548/RAF		4407		Nil								DUAL SOLO		DUAL SOLO																														
S3H1																																														
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																										
NATURE OF ACCIDENT																																														

~~NAIFA~~

DUTY ON WHICH ENGAGED:

Ferry Flight, Windsor, Ont, to  
ST. Hubert, P.Q.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Heavy cross gust of wind while  
landing. The wind was variable  
5 to 37 M.P.H. from WSW to SSW and  
not directly on any runway.

PRIMARY CAUSE:

Gust of wind unbalanced the  
aircraft.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE: 22-2-41

COMPOSITION:

(D.W. Saunders) Flight Lieutenant.

RECOMMENDATIONS:

ACTION TAKEN:

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

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_