

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.	RES-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										AIRFRAME FAILURE										ENGINE FAILURE											
OTHERS										CAUSES OF ACCIDENTS																					
UNIT #31 G.R.S. Charlottetown								COM. 3		PLACE Charlottetown Airport								DATE 22-2-41		TIME 18:25											
A/C TYPE Harvard II								No. 2864		CRASH CAT. C.7		SE		ME		DAY		NIGHT													
NAME Coverntry, B.A.								RANK F/L		No. ³⁷²²⁴ RAF		DUTY P		INJURIES Slight				SERIOUS FATAL INJURY													
																		1													
																		CARD SERIAL No.													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Harvard		2864		Serious		D14		28-2-41																							
Wasp		8532/A/4391		Slight																											
S3H1																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
332 22-2-41				A22 22-2-41																											
NATURE OF ACCIDENT																															

CAUSES

STAGE OF FLIGHT

MISCELLANEOUS

HANDO.

INSTS.

WEATHER

DRINKS.

ALG SURF.

OTHER

UNDTD

PRIMARY

TAXYING

LANDING

TAKE-OFF

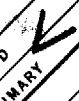
FLIGHT

STAYTY

FATAL

INJ.

3RD.



DUTY ON WHICH ENGAGED:

Ferrying aircraft from Montreal to Summerside.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Making landing by night, aircraft landed off runway in soft snow and overturned. The landing was made while snow was falling and visibility was low.

PRIMARY CAUSE:

An error of judgement on the part of the pilot in that he landed on the wrong side of the aerodrome boundary lights. His error was due to bad visibility and to the awkward arrangement of lights on the aerodrome.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The aircraft sinking in the soft snow as it lost flying speed and turning over.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE: 28-2-41

COMPOSITION:

(E.T. Blake.) Wing Commander.

RECOMMENDATIONS:

- I. That all stations be warned that full night landing lights are not installed at Charlottetown Airport and that at least one hour clear warning should be given to allow improvised night landing lights to be laid on. II. That the green and white runway lights marking the N end of the N/S

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Pilots log book to be endorsed as directed in C.A.P. 100 Section 4. para. 25(b).

rearranged as at present they are confusing.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____