

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 # 8 S.F.T.S: MONCTON, N.B.		COM. 3		PLACE AERODROME MONCTON NEW BRUNSWICK										DATE 7-2-41		TIME 1330															
A/C TYPE ANSON		No. W172		CRASH CAT. B		SE		ME X		DAY X		NIGHT																			
NAME		RANK		No.		DUTY		INJURIES				SERIOUS																			
GILLARD C.		P/O		J3109		FI		UNINJURED				FATAL		INJURY																	
PATTON J.H.		LAC		R60587		PP		UNINJURED																							
												CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
ANSON		W172		SERIOUS		D.24		26-2-41				INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
CHEETAH		A176426		SLIGHT								1:55		22:20		1:15															
CHEETAH		A176419		SLIGHT								ON TYPE FOR P/O GILLARD.																			
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
248				A.46 7-2-41																											
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES  
 STAGE OF FLIGHT  
 PRIMARY  
 UND/TD  
 HANDO.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAT'RY  
 FATAL  
 INLI.  
 3RD.  
 INJURY

AIRSCREW A.  
 ENG. CONTS.  
 MISCEL.  
 UND/TD  
 PRIMARY  
 ENG. STR.  
 LUB'N SYS.  
 IGNIT. SYS.  
 COOL SYS.  
 FUEL SYS.  
 UND/TD  
 MISCEL.  
 ENGINE MOUNT.  
 FUSE OR HULL  
 TAIL SKID OR W.  
 LAND. GEAR  
 FLOATS  
 W. STRUTS  
 STAB. SURFS.  
 MOV. SURFS.  
 FL. CONTS.  
 PRIMARY  
 OTHERS  
 FLT. CONTR.  
 INSTRUCT.  
 MISCEL.  
 INEXP'NCE  
 NEG'NCE  
 DISOB.  
 TECH.

DUTY ON WHICH ENGAGED: PRACTICE TAKE-OFFS  
AND LANDINGS.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PATTON WAS DRAGGING HIS APPROACH AND WAS  
TOLD TO PUT ON MORE ENGINE. HE WAS STILL  
UNDERSHOOTING AND WHEN IT WAS APPARENT  
THEY WERE GOING TO STRIKE A SNOWBANK AT  
THE EXTREME END OF THE RUNWAY, P/O GILLARD  
TOOK CONTROL OPENED THE THROTTLE WIDE AND  
MOVED BACK ON THE CONTROL COLUMN. THE U/C  
PRIMARY CAUSE: STRUCK THE SNOW BANK AND SET  
THE A/C ON ITS NOSE, THE APPROACH ANGLE WAS  
FLAT ENOUGH SO THAT THE A/C DROPPED BACK ON  
THREE POINTS.

PRIMARY CAUSE: THE WHEELS OF THE A-C  
STRUCK THE SNOW BANK AS A RESULT OF AN  
ERROR ON THE PART OF THE INSTRUCTOR IN  
ALLOWING THE PUPIL TO UNDERSHOOT, AND  
WAITING TOO LONG BEFORE TAKING OVER.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE: COMMANDING OFFICER'S REPORT. 10-2-41  
COMPOSITION: WING COMMANDER J.G. KERR. ✓

LU/PSU/E ✓

RECOMMENDATIONS: THIS OFFICER HAS BEEN PARADED AND INFORMED THAT  
AVOIDABLE ACCIDENTS CANNOT BE TOLERATED. IT IS STRONGLY  
RECOMMENDED TO POST PILOTS WHO HAVE HAD TWIN ENGINE TRAINING TO  
TWIN ENGINE SCHOOLS.

ACTION TAKEN:

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

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_