

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	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															
# 32 S.F.T.;S.		4		MOOSE JAW AERODROME										27-2-41		0850															
MOOSE JAW, SASKATCHEWAN		No.		CRASH CAT.										H.O. FILE																	
A/C TYPE		No.		SE										ME		DAY		NIGHT													
YALE		3363		B										X		X		X													
NAME				RANK		NO.		DUTY		INJURIES						SERIOUS															
TRACY, N.C.				LAC		R69384		P		UNINJURED						FATAL		INJURY													
																CARD SERIAL NO.															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
YALE		3363		SERIOUS		D14				1-3-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
WHIRLWIND		18693/15025		Serious																											
R-975																															
E-3																															
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
224 27-2-41				C.34 27-2-41																											
NATURE OF ACCIDENT																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND/TD  
PRIMARY  
HAND.O.  
INSTS.  
WEATHER  
DRKNS.  
ALG SURF.  
OTHER  
UND/TD  
PRIMARY  
TAXING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD.

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32

DUTY ON WHICH ENGAGED: FORCED LANDINGS,  
PRECAUTIONARY LANDINGS AND TURNS.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:  
MOTOR CUT OUT AT 1000 FEET ON A NORMAL  
APPROACH TO LAND. THE AIRCRAFT STRUCK A  
SNOW BANK AND OVERTURNED.

PRIMARY CAUSE:

ENGINE FAILURE  
FROM THE MANNER IN WHICH THE ENGINE FAILED  
DIRECTLY CUTTING OUT, IT WOULD APPEAR THAT  
THE PILOT MUST HAVE OPENED THE MIXTURE CONTROL  
INADVERTENTLY AND FAILED TO REALIZE THIS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Depth of snow in field selected  
by the pilot was very deep  
causing aircraft to overturn on  
landing.

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

Commanding Officers Report.

DATE: 1-3-41

COMPOSITION:

Group Captain (R.S. Grandy)

INVESTIGATING OFFICER A. CARTER. SQUADRON LEADER.

RECOMMENDATIONS:

An investigation being held.

SUPPLY OF PARTS TO PERMIT INSTALLATION OF  
MODIFICATION E1 - 37-10.

ACTION TAKEN:

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

INVESTIGATION HELD BY SQUADRON LEADER CARTER. WHO ASCERTAINED  
THE CAUSE TO BE AS STATED IN THE PRIMARY CAUSE. 3-3-41

RECORDED BY

DATE

CHECKED BY

DATE