

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. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDT'D	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDT'D	PRIMARY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT # 32 S.F.T.S.		COM. 4		PLACE Aerodrome, Moose Jaw										DATE 5-3-41		TIME 08:30															
Moose Jaw, Sask.		4		Aerodrome, Moose Jaw										H.Q. FILE 1100-27-92																	
A/C TYPE Harvard II		No. 2792		CRASH CAT.		SE ME		DAY NIGHT																							
NAME			RANK		No.		DUTY		INJURIES										SERIOUS												
Dobber-Bell, P.W.			F/O		-		P		NIL										FATAL INJURY												
<i>NO RECORD DKAORAM</i>																															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										LAST 6 MOS.									
Harvard II		2792		Slight		D.14						INST. NIGHT		ON TYPE				TOTAL													
														DUAL SOLO		DUAL SOLO															
Wasp S3		14298/8439		Nil																											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															
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
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
MISCELLANEOUS CAUSES										STAGE OF FLIGHT																					
HAND Q.										INJ.																					
INSTS.										3RD.																					
WEATHER										INJ.																					
DRINKS.										INJ.																					
ALG SURF.										INJ.																					
OTHER										INJ.																					
UNDT'D										INJ.																					
PRIMARY										INJ.																					
TAKING										INJ.																					
LANDING										INJ.																					
TAKE-OFF										INJ.																					
FLIGHT										INJ.																					
STRATY										INJ.																					
FATAL										INJ.																					

DUTY ON WHICH ENGAGED:

Weather test.

COURT OF INQUIRY, INVESTIGATING OFFICER: T. J. 2 / P. C. D. W. / U. C. D. L. ✓

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

After landing, the aircraft ran some 40-50 yards along the ground when the starboard wheel collapsed.

DATE:

COMPOSITION:

Group Captain C. E. H. James.

RECOMMENDATIONS:

An error of judgment by an experienced pilot which will not occur again. It is not desired to make an entry in his log book as he has done excellent work as an instructor and has not failed before.

PRIMARY CAUSE:

Pilot did not allow enough time for a hydraulic system to take effect.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot did not check undercarriage warning lights, nor throttle back sufficiently to allow warning horn to function before making his landing.

RECORDED BY

DATE

CHECKED BY

DATE