

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
JUL	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.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'W SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PRIMARY
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT 32 S.F.T.S.		COM.		PLACE 11 mi. S.W. Bethune,		DATE 14-3-41		TIME 1525		Moose Jaw, Sask.		4		Sask.		H.Q. FILE 1100-25-66															
A/C TYPE		NAME		RANK		NO.		DUTY		INJURIES		SERIOUS		SE		ME		DAY		NIGHT											
Harvard II		Harvard II				2566		C		X		X						X		X											
NAME		RANK		NO.		DUTY		INJURIES		SERIOUS		FATAL		INJURY																	
Cox, J.R.T.		LAC		1375310		P		Uninjured																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Harvard II		2566		Slight						27-3-41						DUAL SOLO		DUAL SOLO													
Wasp S3H		4041/7823		Nil																											
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
335		17-3-41		477 14-3-41																											
NATURE OF ACCIDENT																															
MISCELLANEOUS CAUSES										STAGE OF FLIGHT										MISCELLANEOUS CAUSES											
HAND.O.										INSTS.										WEATHER											
DRKNS.										ALG SURF.										OTHER											
UND/TD										PRIMARY										UND/TD											
TAXYING										LANDING										FLIGHT											
FLIGHT										TAKE-OFF										FLIGHT											
STAT'RY										FLIGHT										FLIGHT											
FATAL										FLIGHT										FLIGHT											
INJ.										FLIGHT										FLIGHT											
3RD.										FLIGHT										FLIGHT											
RAF										FLIGHT										FLIGHT											

DUTY ON WHICH ENGAGED:

Medium, climbing and gliding turns.

COURT OF INQUIRY INVESTIGATING OFFICER FB/AOM/ADE/ES/PM/PC/I

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report

UOK/B

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27-3-41

Pupil having completed exercises was returning to Moose Jaw when engine cut out. Fuel warning light was showing and pilot switched to Port tank.

COMPOSITION: Group Captain A. James

Unable to restart engine and made forced landing in snow covered field with undercarriage retracted.

RECOMMENDATIONS:

PRIMARY CAUSE:

Mishandling of petrol controls in that the pilot allowed the Starboard tank to run dry.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Air lock

10311

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____