

|                             |                |                             |                   |                          |                      |                    |                      |                        |                    |                     |                         |                         |                         |                       |                       |                    |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
|-----------------------------|----------------|-----------------------------|-------------------|--------------------------|----------------------|--------------------|----------------------|------------------------|--------------------|---------------------|-------------------------|-------------------------|-------------------------|-----------------------|-----------------------|--------------------|--------------------------|-----------------------------|---------------------------|---------------------|--------------------|---------------------|----------------------|----------------------|------------------------|-----------------------|----------------------|-------------------------|-------------------------|--------------------|-------------------|
| 52<br>1<br>P                | 31<br>2<br>JUL | 30<br>3<br>TECH.            | 29<br>4<br>DISOB. | 28<br>5<br>NEG NCE       | 27<br>6<br>INEXP NCE | 26<br>7<br>MISCEL. | 25<br>8<br>INSTRUCT. | 24<br>9<br>FLT. CONTR. | 23<br>10<br>OTHERS | 22<br>11<br>PRIMARY | 21<br>12<br>FL. CONTRS. | 20<br>13<br>MOV. SURFS. | 19<br>14<br>STAB SURFS. | 18<br>15<br>W. STRUTS | 17<br>16<br>LAND GEAR | 16<br>17<br>FLOATS | 15<br>18<br>FUSE OR HULL | 14<br>19<br>TAIL SKID OR W. | 13<br>20<br>ENGINE MOUNT. | 12<br>21<br>MISCEL. | 11<br>22<br>UND'TD | 10<br>23<br>PRIMARY | 9<br>24<br>FUEL SYS. | 8<br>25<br>COOL SYS. | 7<br>26<br>IGNIT. SYS. | 6<br>27<br>LUB'N SYS. | 5<br>28<br>ENG. STR. | 4<br>29<br>AIRESCREW A. | 3<br>30<br>ENG. CONTRS. | 2<br>31<br>MISCEL. | 1<br>32<br>UND'TD |
| 18<br>1<br>D                | 17<br>2<br>C   | 16<br>3<br>B                | 15<br>4<br>A      | 14<br>5<br>V             | 13<br>6<br>2         | 12<br>7<br>1       | 11<br>8<br>3         | 10<br>9<br>4           | 9<br>10<br>5       | 8<br>11<br>6        | 7<br>12<br>7            | 6<br>13<br>8            | 5<br>14<br>9            | 4<br>15<br>10         | 3<br>16<br>11         | 2<br>17<br>12      | 1<br>18<br>13            | 32<br>19<br>RAF             | 31<br>20<br>INI.          | 30<br>21<br>3RD.    | 29<br>22<br>5      | 28<br>23<br>4       | 27<br>24<br>3        | 26<br>25<br>2        | 25<br>26<br>1          | 24<br>27<br>2         | 23<br>28<br>1        | 22<br>29<br>3           | 21<br>30<br>4           | 20<br>31<br>5      | 19<br>32<br>6     |
| TYPE OF A/C                 |                | PILOT                       |                   | OTHERS                   |                      | AIRFRAME FAILURE   |                      |                        |                    |                     |                         | ENGINE FAILURE          |                         |                       |                       |                    |                          | CAUSES OF ACCIDENTS         |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| UNIT #33 S.F.T.S.           |                | COM. 2                      |                   | PLACE Carberry Aerodrome |                      |                    |                      |                        |                    | DATE 17-3-41        |                         | TIME 21:00              |                         | H.Q. FILE             |                       | HAND. Q.           |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| A/C TYPE Harvard            |                | No. 2718                    |                   | CRASH CAT. C6            |                      | SE X               |                      | ME                     |                    | DAY                 |                         | NIGHT X                 |                         | MISCELLANEOUS CAUSES  |                       | UND'TD             |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| NAME Sarre A.R.             |                | RANK SGT                    |                   | No. 745543               |                      | DUTY P             |                      | INJURIES Uninjured     |                    | SERIOUS             |                         | FATAL                   |                         | INJURY                |                       | INSTS.             |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| Adamson R.S.                |                | LAC                         |                   | 1100679                  |                      | PP                 |                      | Uninjured              |                    | OTHER               |                         | UND'TD                  |                         | PRIMARY               |                       | DRKNS.             |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| TYPE A/F & ENGINE Harvard   |                | No. 2718                    |                   | EXTENT OF DAMAGE         |                      | REPORT FORM        |                      | SERIAL No.             |                    | DATE                |                         | HOURS FLOWN BY PILOTS   |                         | LAST 6 MOS.           |                       | FLIGHT             |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| Wasp S3H                    |                |                             |                   |                          |                      |                    |                      |                        |                    |                     |                         | INST. NIGHT             |                         | ON TYPE               |                       | TOTAL              |                          | DUAL SOLO                   |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| SIGNAL No & DATE 81 18-3-41 |                | UNIT No. & DATE A65 18-3-41 |                   | COM. No. & DATE          |                      | REPORT             |                      | FILE                   |                    | DATE                |                         | DUAL SOLO               |                         | DUAL SOLO             |                       | DUAL SOLO          |                          | DUAL SOLO                   |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |
| NATURE OF ACCIDENT          |                |                             |                   |                          |                      |                    |                      |                        |                    |                     |                         |                         |                         |                       |                       |                    |                          |                             |                           |                     |                    |                     |                      |                      |                        |                       |                      |                         |                         |                    |                   |

DUTY ON WHICH ENGAGED:

Night Dual Instruction

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Lu/psu

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Undershot on landing turned over  
in soft snow.

RECOMMENDATIONS:

PRIMARY CAUSE:

Error of Judgement.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Undershot on landing.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_