This is a punch-card style aircraft accident record form.

Top edge column numbers: 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

Left edge: -1P, 2 JU., 30 TECH., ... (numbered rows)

| PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE |

Column labels (top): JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTS. | 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'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTS. | MISCEL. | UND'TD | PRIMARY

CAUSES OF ACCIDENTS

TYPE OF A/C

| UNIT # 33 S.F.T.S. Carberry, Man. | COM. 2 | PLACE Aerodrome | DATE 18-3-41 | TIME 02:45 |
| | | | H.Q. FILE 1300-2804 | |

| A/C TYPE Harvard. | NO. 2804 | CRASH CAT. C | SE x | ME | DAY | NIGHT x |

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
					FATAL	INJURY
Trotter S.H.	F/O	40959	FI	Uninjured.		
Doig W.B.	LAC	1105936	PP	Uninjured.		

CARD SERIAL No.

TYPE OF ENGINE

TYPE A/F & ENGINE	NO.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				
						INST. NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
							DUAL	SOLO	DUAL	SOLO	
Harvard	2804	Nil	D14		18-3-41						
Wasp S3H1	8465/4324	Nil									

CATEGORY

| SIGNAL No. & DATE | UNIT No. & DATE | COM. No. & DATE | REPORT | FILE | DATE |

NATURE OF ACCIDENT

Right edge labels: MISCELLANEOUS CAUSES — PRIMARY, HAND.Q., INSTS., WEATHER, DRKNS., AL'G SURF., OTHER, UND'TD

STAGE OF FLIGHT — PRIMARY, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY, FATAL, INJ., INJURY 3RD.

Bottom edge column numbers: 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 RAF 32

DUTY ON WHICH ENGAGED:

Night Flying Instructions.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The pupil came in too low on his approach, and the instructor failed to check him in sufficient time to prevent him from striking the angle of glide indicator(positioned 100 yds. down wind from No. 1 Flare) with airscrew.

PRIMARY CAUSE:

Instructor failed to check pupil in sufficient time to avoid striking the angle of glide indicator.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pupil carried out approach too low.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: L U/PSU/I

DATE: Commanding Officers Report.

COMPOSITION: 18-3-41

RECOMMENDATIONS:

In this particular instance the pupil should have been checked earlier for approaching too near the flares and undershooting. The instructor has realized this since, and the C.O. is of the opinion that he will not be involved in a similar accident in future.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____