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| TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT # 2 S.F.T.S. Uplands, Ont. | | | | | | | | | | COM. 3 | | | | | | | | | | PLACE Uplands, Ontario. | | | | | | | | | | DATE 31-3-41 TIME 0330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard | | | | | | | | | | No. 2865 | | | | | | | | | | CRASH CAT. C.2 | | | | | | | | | | SE X ME DAY NIGHT X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Reid, J.M. | | | | | | | | | | RANK LAC | | | | | | | | | | No. R71264 | | | | | | | | | | DUTY P | | | | | | | | | | INJURIES Uninjured | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | FATAL | | | | | | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | | | | | | EXTENT OF DAMAGE | | | | | | | | | | REPORT FORM | | | | | | | | | | SERIAL No. | | | | | | | | | | DATE | | | | | | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard | | | | | | | | | | 2865 | | | | | | | | | | Slight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S3H | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | COM. No. & DATE | | | | | | | | | | REPORT | | | | | | | | | | FILE | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | | | | | | | | | | 31-3-41 | | | | | | | | | | | | | | | | | | | | 28TTS 1038-1-2865 | | | | | | | | | | | | | | | | | | | | 5-4-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

JU.
 TECH.
 DISOB.
 NEG/NC
 INEXP/NC
 MISCEL.
 INSTRUCT.
 FIT. 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'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG. CONTRS.
 MISCEL.
 UND'TD
 PRIMARY
 HAND.O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED: Solo night flying. COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

LS/PSS/UBG/XG

Commanding Officer's REPORT

DATE:

5-4-41

COMPOSITION:

Group Captain F.S. McGill.

RECOMMENDATIONS:

It is very difficult to avoid such accidents when the runways are in this dangerous condition, but it is considered that night flying must continue in order to finish the course on time, and it is further considered that this training is of considerable value to the pupils.

ACTION TAKEN:

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

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Wing hit runway, and the aircraft ground-looped. The runway was partly dry and partly covered with ice, causing one wheel to grip and the other to skid, thereby swinging the aircraft and causing the right wing tip to scrape the ground.

PRIMARY CAUSE:

Poor surface conditions of the runways

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____