

32	JU.	30	TECH.	29	DISOP.	28	NEG NCE	27	INEXP NCE	26	MISCEL.	25	INSTRUCT.	24	FLT. CONTR.	23	OTHERS	22	PRIMARY	21	FL. CONTRS.	20	MOV. SURFS.	19	STAB. SURFS.	18	W. STRUTS	17	LAND GEAR	16	FLOATS	15	FUSE OR HULL	14	TAIL SKID OR W.	13	ENGINE MOUNT.	12	MISCEL.	11	UND TD	10	PRIMARY	9	FUEL SYS.	8	COOL SYS.	7	IGNIT. SYS.	6	LUB IN SYS.	5	ENG STR.	4	AIRSCREW A.	3	ENG. CONTRS.	2	MISCEL.	1	UND TD	32	PRIMRY	31	HAND Q.	30	INSTS.	29	WEATHER	28	DRKNS.	27	ALG SURF.	26	OTHER	25	UND TD	24	PRIMARY	23	TAKYNG	22	LANDNG	21	TAKE OFF	20	FLIGHT	19	STATRY	18	FATAL	17	INI.	16	3RD.	15	2	1	32	RAF	31	3	30	4	29	5	28	6	27	7	26	8	25	9	24	10	23	11	22	12	21	13	20	14	19	15	18	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																																																																		
CAUSES OF ACCIDENTS																																																																																																																																																
UNIT # 2 S.F.T.S.		COM.		PLACE		DATE 23-3-41		TIME 13:45																																																																																																																																								
Uplands, Ottawa,		3		Uplands Aerodrome		H.O. FILE																																																																																																																																										
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																																																																				
Yale		3443		C2		x				x																																																																																																																																						
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																																																																																																			
Warrander F.C.			LAC		R50518		PP		Uninjured				FATAL		INJURY																																																																																																																																	
Smith W.M.			F/O		C923		FI		Uninjured																																																																																																																																							
												CARD SERIAL NO.																																																																																																																																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																																				
Yale		3443		Slight		D.14		2503-41				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																																														
Whirlwind 2303/16618				Nil										DUAL SOLO		DUAL SOLO																																																																																																																																
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																																																																																																												
34 24-3-41				A253 24-3-41																																																																																																																																												
NATURE OF ACCIDENT																																																																																																																																																

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Flying Training Landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft struck wing when landing. The instructor waited too long for the pupil to apply throttle.

DATE:

COMPOSITION:

25-3-41

LH/PSH/IE
Group Captain F.S. McGill.

RECOMMENDATIONS:

This instructor has had 2 months instructors experience. He was severely criticized and given additional advice, as it is felt that further disciplinary action would only tend to discourage him.

PRIMARY CAUSE:

Slowness on the part of the pilot in the use of the throttle. It was an error of judgment on the part of the instructor in waiting too long for the pupil to apply throttle.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____