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<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG'NCE</td><td>INEX'NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTRS.</td><td>MOV. SURFS.</td><td>STAR. SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UN/PTD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG STR.</td><td>AIRSCREW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UN/PTD</td><td>PRIMARY</td><td>HAND O.</td><td>INSTS.</td><td>WEATHER.</td><td>DRKNS.</td><td>AL'S SURF.</td><td>OTHER</td><td>UN/PTD</td><td>PRIMARY</td><td>TAXIING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STATION</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td>32</td> </tr> </table>																																	TECH.	DISOB.	NEG'NCE	INEX'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAR. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UN/PTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UN/PTD	PRIMARY	HAND O.	INSTS.	WEATHER.	DRKNS.	AL'S SURF.	OTHER	UN/PTD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STATION	FATAL	INJ.	3RD.	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
TECH.	DISOB.	NEG'NCE	INEX'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAR. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UN/PTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UN/PTD	PRIMARY	HAND O.	INSTS.	WEATHER.	DRKNS.	AL'S SURF.	OTHER	UN/PTD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STATION	FATAL	INJ.	3RD.	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																																	
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UNIT # 9 S.F.T.S. SUMMERSIDE, P.E.I.			COM. 3			PLACE AERODROME #9 S.F.T.S. P.E.I.												DATE 9-4-41			TIME 0635																																																																																							
A/C TYPE HARVARD			No. 2904			CRASH CAT. C.2			SE X			ME			DAY X			NIGHT																																																																																										
NAME			RANK			No.			DUTY			INJURIES						SERIOUS																																																																																										
PIKULA, F.R.			LAC			R67863			P			UNINJURED						FATAL			INJURY																																																																																							
PALMER, G.O.			LAC			R55467			2P			UNINJURED																																																																																																
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TYPE A/F & ENGINE			No.			EXTENT OF DAMAGE			REPORT FORM			SERIAL No.			DATE			HOURS FLOWN BY PILOTS																																																																																										
HARVARD			2904			SLIGHT			D14			8-4-41			INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																																																																																	
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SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																																																																													
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NATURE OF ACCIDENT																																																																																																												

MISCELLANEOUS CAUSES OF ACCIDENTS

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED: INSTRUMENT FLYING.

COURT OF INQUIRY, INVESTIGATING OFFICER LS/PSS
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: Commanding Officers Report.
8-4-41

COMPOSITION: Wing Commander (E.G. Fullerton.)

LANDING RAN OFF RUNWAY AND NOSED UP.
While landing a/c swerved to the left. The pilot applied right rudder but was too late for it to take effect.

RECOMMENDATIONS: Pilots log book endorsed- Inexperience - landing.

No brake was applied and the a/c failed to straighten up with the full use of rudder alone.

PRIMARY CAUSE: INSUFFICIENT ALERTNESS IN THE USE OF THE RUDDER. Failure to use brake when rudder alone failed to straighten aircraft.

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft ran into the deep snow and turned up on its nose.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____