

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
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	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT # 1 S.F.T.S. Camp Borden, Ont.		COM. 1		PLACE Camp Borden, Ontario										DATE 10-4-41		TIME 0200															
A/C TYPE Harvard		No. 2710		CRASH CAT. C2		SE x		ME		DAY		NIGHT x																			
NAME		RANK		No.		DUTY		INJURIES				SERIOUS																			
Martin N.J.		F/O		C1479		FI		Uninjured.				FATAL		INJURY																	
Kimbrow K.K.		LAC		R67864		PP		Uninjured.																							
												CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Harvard 2710		Slight		R170								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Wasp S3H1 8326/ 4240		Nil		R170								Dual Solo		Dual Solo		850		552													
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
10-4-41		C47 10-4-41																													
NATURE OF ACCIDENT																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UNDT'D  
 PRIMARY  
 HAND.O.  
 INSTS.  
 WEATHER  
 DRKINS.  
 ALG SURF.  
 OTHER  
 UNDT'D  
 PRIMARY  
 TAXING  
 LANDING  
 TAKEOFF  
 FLIGHT  
 STATION  
 FATAL  
 INJ.  
 3RD.

DUTY ON WHICH ENGAGED:

Night flying, circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Right wing tip slightly buckled, small piece broken from arm of right wheel. Tail wheel disengaged causing plane to swing to left.

PRIMARY CAUSE:

Failure of pilot to regain control after commencement of ground loop.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Contact of right wing tip with runway.

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

DATE: Monthly Accident Report

COMPOSITION:

RECOMMENDATIONS:

That a tail wheel locking device be incorporated in Harvard Aircraft.

ACTION TAKEN:

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

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_