

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
TYPE OF ENGINE		CAUSES OF ACCIDENTS		UNITS		COM.		PLACE		DATE		TIME	
CATEGORY		UNIT # 9 S.F.T.S.		Summerside, P.E.I. 3		Aerodrome, #9 S.F.T.S.		DATE 17-4-41		TIME 0345		H.O. FILE 1300-AH187	
A/C TYPE		Harvard II		No. 187		CRASH CAT. C.5		SE X		ME		DAY NIGHT X	
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL INJURY	
Winter, G.M.		Sgt.		R53945		P.		Uninjured					
Lee, M.S.		LAC		R69771		pp		Uninjured					
										CARD SERIAL NO.			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS	
Harvard		187		Slight		D.14		19-4-41		INST. NIGHT		ON TYPE TOTAL LAST 6 MOS.	
Wasp S3H1 4089/7909		Slight								23 15		13 111 74 178 195	
Signal No & Date		Unit No. & Date		Com. No. & Date		Report		File		Date			
		A.267 17-4-41											
NATURE OF ACCIDENT													

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER *LM/ANT/ACM/I/USP*
OR COMMANDING OFFICER'S REPORT:

Night flying

Commanding Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 19-4-41

Landing. Instructor applied
brakes to prevent ground loop
Pupil applied brakes simultaneously
and aircraft nosed over.

COMPOSITION:

Wing Commander E.G. Fullerton.

RECOMMENDATIONS:

This is considered to be the fault of the pupil as
it is thought he should have realized the instructor
had taken over control. His log book has been endorsed
Misuse of controls- landing.

PRIMARY CAUSE:

Misuse of rudder control after
landing. Over-control on rudder
by pupil.
The pupil pilot failed to realize
instructor had taken over control.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE