

	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE
	CAUSES OF ACCIDENTS			

UNIT <b># 10 S.F.T.'s</b>	COM. <b>2</b>	PLACE <b>Aerodrome, Dauphin.</b>	DATE <b>26-4-41</b>	TIME <b>1440</b>
Dauphin, Manitoba.			H.O. FILE <b>1100-29-48</b>	
A/C TYPE <b>Harvard</b>	No. <b>2948</b>	CRASH CAT. <b>C.7</b>	SE <b>x</b>	ME
			DAY <b>x</b>	NIGHT

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
<b>Rowell, F.N.A.</b>	<b>LAC</b>	<b>R71661</b>	<b>P</b>	<b>Uninjured</b>	FATAL    INJURY
					CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
						INST.	NIGHT	ON TYPE		TOTAL	
<b>Harvard 2948</b>	<b>2948</b>	<b>Serious</b>	<b>R170</b>	<b>April</b>			<b>DUAL</b>	<b>SOLO</b>	<b>DUAL</b>	<b>SOLO</b>	
<b>Wasp 8723/4493</b>		<b>Nil</b>					<b>8</b>	<b>1</b>	<b>38</b>	<b>26</b>	<b>65</b>

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
	<b>0164 26-4-41</b>				

NATURE OF ACCIDENT

- 19 HAND Q
- 18 PRIMARY
- 17 INST'S.
- 16 WEATHER
- 15 DRINKS.
- 14 ALG SURF.
- 13 OTHER
- 12 UN'D TD
- 11 PRIMARY
- 10 TAXIING
- 9 LANDING
- 8 TAKE-OFF
- 7 FLIGHT
- 6 STAIRY
- 5 FATAL
- 4 INJ.
- 3 3rd.

- 30 TECH.
- 29 DISOB.
- 28 NEGLIGENCE
- 27 INEX'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 UN'D TD
- 10 PRIMARY
- 9 FUEL SYS.
- 8 COOL SYS.
- 7 IGNIT SYS.
- 6 LUB'N SYS.
- 5 ENG. STR.
- 4 AIRSCREW A.
- 3 ENG. CONTRS.
- 2 MISCEL.
- 1 UN'D TD

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

CAUSES

STAGE OF FLIGHT

1

2

3

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DUTY ON WHICH ENGAGED: Solo flight.

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

L S/PSS/USS

Monthly Accident Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

April

Aircraft swing on landing, causing  
the undercarriage to collapse,  
damaging propeller and starboard  
wing.

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

Error on the part of the pilot.  
in not being able to correct  
swing in time.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_