

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																	
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1											
TECH.	DISOB.	NEG-NCE	INEXP/NC	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UND/TD	PRIMARY	HAND. Q.	INSTS.	WEATHER	DRKNS.	AL-G SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	RAF	RAF
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																	
CAUSES OF ACCIDENTS																																																
UNIT Conversion Squadron, Picton.		COM. 1		PLACE Conversion Training Squadron, Picton, Ont.		DATE 3-4-41		TIME 16:40																																								
A/C TYPE Yale		No. 3458		CRASH CAT. C7		SE X		ME		DAY X		NIGHT																																				
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																		
Bixel F.W.J.				F/O		C2651		P		Uninjured.				FATAL		INJURY																																
White D.A.				AC2		R83079		P		Pass Uninjured.																																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																				
Yale		3458		Serious		D.13				8-4-41		INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																												
Whirlwind		15110		Nil										DUAL SOLO		DUAL SOLO																																
3		1		33		65																																										
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																												
3-4-41				A62 3-4-41																																												
NATURE OF ACCIDENT																																																

DUTY ON WHICH ENGAGED:

Practising circuits and landings

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Overshot runway.

PRIMARY CAUSE:

Inability of pilot to react.
The pilot failed to open his throttle and go around again.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

DATE:

COMPOSITION:

Flight Lieutenant L.H. Brooks.

L O / P 5 0

RECOMMENDATIONS: That all Great War pilots who have not been continually engaged in flying duties, complete at least 200 hours dual and solo time on Moth or Fleet aircraft before receiving instruction on Yale and Harvard types.

ACTION TAKEN:

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

A report is to be submitted to headquarters as to the advisability or otherwise of rejuventating Great War Flyers.

AOC No. 1 T.C. does not agree with the above recommendation, as he considers it too wide and that each of the pilots referred to would have to be treated as an individual case.

RECORDED BY

DATE

CHECKED BY

DATE