

## CASPIR Aircraft Accident Cards

---

**Serial:** 3809

**Title:** North American Harvard Mk. II serial:3809 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 2 aircraft on 1941-May-04. They are: Harvard s/n 3808, Harvard s/n 3809. This accident involved 1 person. England PAV This accident had 1 fatality. Flying Officer David Smith RCAF Killed in Flying Accident service no:C/1192 Harvard 3809

**Keywords:** RCAFHarvard ,3809,11 SFTS,11 Service Flying Training School,Clear Lake,1941-May-04,RCAF L20

**Created:** 1941-05-04

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#3809>

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				
CAUSES OF ACCIDENTS												
UNIT # 11 S.F.F.T.S. Yorkton, Sask.			COM. 4	PLACE Near Clear Lake.				DATE 4-5-41		TIME 13:00		
A/C TYPE HARVARD Harvard			No. 3808 3809 D	CRASH CAT. B		SE X	ME	DAY X	NIGHT			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS			
Smith D. (3809) (D)			F/O	C1192	P	Injuries unknown. (Killed)			FATAL	INJURY		
ENGLAND P.A.V. (3808)			SGT	R55312	P	UNINJURED.			1			
									CARD SERIAL NO.			
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Harvard 3809	Total	Total				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Wasp S3H1	Total							DUAL	SOLO	DUAL	SOLO	
HARVARD 3808												
WASP S3H1												
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT		FILE	DATE
			A43 4-5-41									
NATURE OF ACCIDENT												

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 HAND Q.  
 PRIMARY  
 INSTS.  
 WEATHER  
 DRINKS.  
 AL & SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAYING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAFFRY  
 FATAL  
 INJ.  
 3RD.

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

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  
 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  
 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

DUTY ON WHICH ENGAGED:

Ferrying Aircraft from Winnipeg to Yorkton.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Collision in the air. THAT FLYING

OFFICER SMITH FLEW HARVARD A/c No. 3809 IN SUCH A MANNER AS TO ENTAIL RISK OF COLLISION WITH HARVARD

A/c 3808. THERE IS A STRONG POSSIBILITY THAT ROUGH AIR CAUSED BY AN AIRCRAFT AHEAD MIGHT HAVE CAUSED FLYING OFFICER SMITH TO LOSE CONTROL OF HIS PLANE

MOMENTARILY WHIEL HE WAS ATTEMPTING TO CHANGE HIS POSITION IN FORMATION WITH SGT. ENGLAND. THERE IS PRIMARY CAUSE: NO EVIDENCE TO SHAW THAT A LACK OF

SUTTON HARNESS IN THE AIRCRAFT CONCERNED WOULD HAVE CAUSED THE ACCIDENT, BUT IT IS THE OPINION OF THE

COURT THAT HAD BOTH PILOTS BEEN SECURED IN THEIR SEATS BY A SUTTON HARNESS THEY WOULD HAVE HAD BETTER CONTROL OF THEIR AIRCRAFT; ALSO THAT FLYING

OFFICER SMITH MIGHT HAVE BEEN ABLE TO OPEN HIS SLIDING CANOPY WHILE HIS AIRCRAFT WAS DIVING

INVERTED. THIS WOULD HAVE ENABLED HIM TO USE HIS PARACHUTE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

MULT

OR COMMANDING OFFICER'S REPORT:

ICA/PCL/XM

DATE:

COURT OF INQUIRY.

7-5-41.

ICA/XA

COMPOSITION:

SQUADRON LEADER R.E. DUPONT. RAF 37298

FLYING OFFICER M.E. GRANT. C 1466

FLYING OFFICER E.W.C. SHARPE. C 2797

RECOMMENDATIONS:

THAT PILOTS BE IMPRESSED WITH THE NECESSITY OF DISCUSSING PLANS FOR FORMATION FLIGHTS AND THAT EACH PILOT PARTICIPATING MUST BE FULLY AWARE OF THE STANDARD PROCEDURE AND SIGNALS USED WHEN FLYING AIRCRAFT IN FORMATION; ALSO THAT AIRCRAFT BE PROHIBITED FROM BEING FLOWN WITHOUT

ACTION TAKEN: SOME FORM OF SAFETY HARNESS.

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

RECORDED BY

DATE

CHECKED BY

DATE