

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																
TECH.	DISOB.	NEG. NCE	INEXP. NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND. O.	INSTS.	WEATHER	DRKNS.	AL. G. SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	RAF
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																
CAUSES OF ACCIDENTS																																															
UNIT # 10 S.F.T.S.								COM.		PLACE		DATE 10-5-41				TIME 10:15																															
Dauphin								2		Aerodrome, Dauphin.		H.Q. FILE 1100-29-42																																			
A/C TYPE Harvard								No. 2942		CRASH CAT. C.1		SE x		ME		DAY x		NIGHT																													
NAME				RANK		No.		DUTY		INJURIES								SERIOUS																													
McKenzie, D.J.				LAC		R79561		P.		Uninjured								FATAL		INJURY																											
																CARD SERIAL NO.																															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																			
Harvard		2942		SLIGHT								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																													
Wasp S3H1		8708/4468		NIL										3:15 NIL		34:15 32:15																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																											
				Q 215 10-5-41																																											
NATURE OF ACCIDENT																																															

DUTY ON WHICH ENGAGED:

Solo

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

LS/PSS

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Swinging off runway and misuse of
brakes.

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

Pilot's error- APPLIED BRAKES TOO
HARSHLY

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT NOSED OVER

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____