

32 P	31 JU.	30 TECH.	29 DISOB.	28 NEG'NCE	27 INEXP'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 SWID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UNDTD	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 UNDTD	31 P
30 TECH.	29 DISOB.	28 NEG'NCE	27 INEXP'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 SWID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UNDTD	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 UNDTD			
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PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT # 98.F.T.S. COM. 3 PLACE Aerodrome, Summerside. DATE 12-5-41 TIME 0930
 Summerside, P.E.I. H.O. FILE 1300-28-56

A/C TYPE Harvard No. 2586 CRASH CAT. C.2 SE X ME DAY X NIGHT

NAME RANK No. DUTY INJURIES SERIOUS

Edwards, R.B.	F/O	C1605	FI	Uninjured	FATAL	INJURY
Innis, B.E.	LAC	R75137	PP	Uninjured		

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		LAST 6 MOS.
								DUAL	SOLO	DUAL	SOLO	
Harvard	2856	Slight										
Wasp	8526/				PI			40	25	60	10	465
33H1	4386	SLIGHT			PP	7:55	NIL	10	30	8	10	82

SIGNAL No. & DATE UNIT No. & DATE COM. No. & DATE REPORT FILE DATE

A342 12-5-41

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES
 UNDTD
 PRIMARY
 MISCEL.
 UNDTD
 HANDO.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKEOFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED: Practicing
sequences 7 to 8.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT: ^{ANT}
LS/PM

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil pilot swung after landing and
instructor corrected but got flying
boot jammed making it impossible to
correct swing in other direction and
aircraft nosed up.

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE: Misapplication of rudder
and brakes after landing.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT SWUNG AND NOSED OVER ON LANDING

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____