

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 SWIV OR W. ENGINE MOUNT. MISCEL. UND/TD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND/TD																																	
PILOT		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE																	
CAUSES OF ACCIDENTS																																	
UNIT <b>Central Flying School, Trenton.</b>										COM. <b>1</b>										PLACE <b>Aerodrome Trenton, Ont.</b>										DATE <b>12-5-41</b>		TIME <b>17:00</b>	
A/C TYPE <b>Harvard II</b>										No. <b>2972</b>										CRASH CAT. <b>B</b>		SE <b>x</b>		ME		DAY <b>x</b>		NIGHT					
NAME										RANK		No.		DUTY		INJURIES										SERIOUS							
<b>Busby K.R.</b>										<b>P/O</b>		<b>J4914</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																					
<b>Harvard 2972</b>				<b>SERIOUS</b>								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
<b>Wasp S3H18742/4503</b>				<b>MINOR</b>														<b>8</b>		<b>8½</b>		<b>72½</b>		<b>88½</b>									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE													
				<b>A879 13-5-41</b>																													
NATURE OF ACCIDENT																																	
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		
MISCELLANEOUS CAUSES: HAND. O. INSTS. WEATHER. DRKNS. ALG SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT FLIGHT STATRY FATAL INJ. INJURY 3RD.																																	

DUTY ON WHICH ENGAGED:

Practice Flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Overshot landing field aerodrome,  
colliding with fence and ditch  
on north end of aerodrome.

PRIMARY CAUSE:

Error judgment on the part of  
the pilot AND LAXITY OF CONTROL OFFICER  
IN CHANGING SIGNALS SLOWLY.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT OVERRAN THE LANDING FIELD AND  
CRASHED THROUGH THE FENCE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICERS REPORT

DATE: 13-5-41

COMPOSITION:

F/O SHALFOON, A.A.J

RECOMMENDATIONS: 1. ENDORSATION OF PILOT'S LOG BOOK IN ACCORDANCE  
WITH CAP 100 FOR ERROR IN JUDGMENT. 2. PERSONAL ADMONITION OF  
AERODROME CONTROL OFFICER AT TIME OF ACCIDENT 3. INTRODUCTION OF  
SIGNAL SYSTEM KEEPING ALL AIRCRAFT IN AIR WHEN CHANGE OF WIND LIMIT  
AND CIRCUIT SIGNAL IMMINENT

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
RECOMMENDATIONS CARRIED OUT.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_