

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				
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																					
CAUSES OF ACCIDENTS																																			
UNIT # 34 S.F.T.S.										COM.		PLACE										DATE 29-5-41		TIME 11:30											
MEDICINE HAT ALTA.										4		WILLOW LAKE SOUTH OF MEDICINE HAT.										H.Q. FILE		1300-2714											
A/C TYPE HARVARD										11		No. 2714		CRASH CAT. A		SE X		ME		DAY X		NIGHT													
NAME										RANK		No.		DUTY		INJURIES																			
REES R.D.										LAC		1186965		P		UNINJURED.																			
																SERIOUS																			
																FATAL										INJURY									
																										CARD SERIAL NO.									
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS															
HARVARD										2714		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.							
WASP S3H/8325/1239										Total										8		27		38		73									
SIGNAL No. & DATE										UNIT No. & DATE		COM. No & DATE		REPORT		FILE		DATE																	
										T30		29-5-41																							
NATURE OF ACCIDENT																																			

MISCELLANEOUS CAUSES  
 HAND'D  
 PRIMARY  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'G SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAYTY  
 FATAL  
 INJ.  
 SRD.

DUTY ON WHICH ENGAGED:

SOLO FLYING.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT SPUN INTO THE GROUND.  
PUPIL MADE DESCENT BY PARACHUTE.

COURT OF INQUIRY, INVESTIGATING OFFICER: *IOC/P/DOC/PCDM*  
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

DATE: 30-5-41

COMPOSITION: A. ap Ellis, Group Captain

RECOMMENDATIONS:

PRIMARY CAUSE: Inexperience.

Pilot was moving controls in such a way as to recover from what he believed to be a normal left hand spin. Actually, the pilot was in an inverted spin which he did not recognize and therefore his actions of recovery were merely keeping the aircraft in the spin.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_