

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
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PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT # 9 S.F.T.S. Summerside PEI		COM. 3		PLACE Aerodrome										DATE 2-7-41		TIME 15:00															
A/C TYPE Harvard		No. 2979		CRASH CAT. C 4		SE x		ME		DAY x		NIGHT																			
NAME		RANK		No.		DUTY		INJURIES										SERIOUS													
Langley L.V.		LAC		R76086		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 2979		SLIGHT										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Wasp S3H1 8776/4537		SLIGHT												DUAL SOLO		DUAL SOLO		107													
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
		A485 3-7-41																													
NATURE OF ACCIDENT																															

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 HAND O.  
 INSTS.  
 WEATHER  
 DRINKS.  
 ALG SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY

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.  
 UND'TD  
 PRIMARY  
 FUEL SYS.  
 COOL SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG. STR.  
 AIRSCREW A.  
 ENG. CONTRS.  
 MISCEL.

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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

TAKEOFFS AND LANDINGS

OR COMMANDING OFFICER'S REPORT:

R170

LUC/ANT/PCM/UTB ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot landed with a flat tire and applied opposite brake to counteract and a/c went up on nose.

COMPOSITION:

UBP

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

FLAT TIRE

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

OVERAPPLICATION OF BRAKES

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_