

|   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|---|--------|----------|-----------------|---------|------------------|---|-------------|---------|-------------|-------------|--------------|-----------|-----------------------|--------|---------------|-----------------|---------------|-----------------|--------|---------|-----------------|-----------|-------------|------------|-----------|-------------|--------------|---------|--------|---------|---------------|-----------------|-------|--------|----------|------------|---------|-----------|-------------|--------|---------|-------------|-------------|--------------|-----------|------------|--------|---------------|-----------------|---------------|---------|--------|---------|-----------|-----------|-------------|------------|-----------|-------------|--------------|---------|--------|---------|---------------|-----------------|----|----|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| 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            |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| <table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG-VICE</td><td>INEXP-VICE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTRS.</td><td>MOV. SURFS.</td><td>STAB. SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE. OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UND'TD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG. STR.</td><td>AIRSCREW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UND'TD</td><td>PRIMARY</td><td>MISCELLANEOUS</td><td>STAGE OF FLIGHT</td> </tr> <tr> <td>18</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td> </tr> </table> |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 | TECH. | DISOB. | NEG-VICE | INEXP-VICE | 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. | UND'TD | PRIMARY | MISCELLANEOUS | STAGE OF FLIGHT | 18 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| TECH.   | DISOB. | NEG-VICE | INEXP-VICE      | 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. | UND'TD | PRIMARY | MISCELLANEOUS | STAGE OF FLIGHT |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| 18  | 18     | 17       | 16              | 15      | 14               | 13  | 12          | 11      | 10          | 9           | 8            | 7         | 6                     | 5      | 4             | 3               | 2             | 1               | 2      | 3       | 4               | 5         | 6           | 7          | 8         | 9           | 10           | 11      | 12     | 13      | 14            | 15              | 16    | 17     | 18       |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| PILOT   |        |          | OTHERS          |         |                  | AIRFRAME FAILURE  |             |         |             |             |              |           |                       |        |               |                 |               | ENGINE FAILURE  |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| CAUSES OF ACCIDENTS   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| UNIT<br>11 S.F.T.S.<br>YORKTOWN, SASK   |        |          | COM.<br>NO. 2   |         |                  | PLACE<br>200 <del>Mts.</del> <sup>Mts.</sup> EAST OF NO. 3 RUNWAY OF<br>AERODROME |             |         |             |             |              |           |                       |        |               |                 |               | DATE<br>19-7-41 |        |         | TIME<br>1215    |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| A/C TYPE<br>HARVARD 3764  |        |          | No.<br>3764     |         |                  | CRASH CAT.<br>C 3   |             |         | SE<br>X     |             | ME           |           | DAY<br>X              |        | NIGHT         |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| NAME  |        |          | RANK            |         | No.              |   | DUTY        |         | INJURIES    |             |              |           |                       |        |               |                 |               |                 |        |         | SERIOUS         |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| RHODES, H.G.E.  |        |          | F/L             |         | C 625            |   | FP          |         | UNINJURED   |             |              |           |                       |        |               |                 |               |                 |        |         | FATAL INJURY    |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| YOUNG T.W.  |        |          | RAAF            |         | LAC 402900       |   | PP          |         | UNINJURED   |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         | CARD SERIAL No. |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| TYPE A/F & ENGINE   |        |          | No.             |         | EXTENT OF DAMAGE |   | REPORT FORM |         | SERIAL No.  |             | DATE         |           | HOURS FLOWN BY PILOTS |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| HARVARD   |        |          | 3764            |         | SLIGHT           |   |             |         |             |             |              |           | INST. NIGHT           |        | ON TYPE       |                 |               |                 | TOTAL  |         | LAST 6 MOS.     |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| WASP  |        |          | 9030/4589       |         | SLIGHT           |   |             |         |             |             |              |           |                       |        | DUAL SOLO     |                 | DUAL SOLO     |                 | 937    |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| SIGNAL No. & DATE   |        |          | UNIT No. & DATE |         |                  | COM. No. & DATE   |             |         | REPORT      |             |              | FILE      |                       |        | DATE          |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| A 110 10-7-41   |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| NATURE OF ACCIDENT  |        |          |                 |         |                  |   |             |         |             |             |              |           |                       |        |               |                 |               |                 |        |         |                 |           |             |            |           |             |              |         |        |         |               |                 |       |        |          |            |         |           |             |        |         |             |             |              |           |            |        |               |                 |               |         |        |         |           |           |             |            |           |             |              |         |        |         |               |                 |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |

DUTY ON WHICH ENGAGED:

FLYING TRAINING

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R 170

*Luc/PCDUW/UDW ✓*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

BELLY LANDING DUE TO FAILURE OF  
UNDERCARRIAGE INDICATING SYSTEM

DATE:

COMPOSITION:

RECOMMENDATIONS:

NID

PRIMARY CAUSE:

FAILURE OF UNDERCARRIAGE SYSTEM

ACTION TAKEN:

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

ORDER ISSUED TO PILOTS RE PROCEDURE TO FOLLOW UNDER SIMILAR  
CIRCUMSTANCES

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

LANDED WITH UNDERCARRIAGE RETRACTED

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_