

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																				
JU.	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.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HAND.O.	INSTS.	WEATHER	DRINKS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXYING	LANDING	TAKE-OFF	FLIGHT	STAYTY	FATAL	INJ.	3RD.	54			
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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																					
CAUSES OF ACCIDENTS																																																			
UNIT # 31 S.F.T.S.		COM.		PLACE		DATE 29-7-41		TIME 18:20																																											
Kingston Ont.		1		Kingston.		H.Q. FILE																																													
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																							
Battle		L5335		C		x				x																																									
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																						
Reid J.P.M.			ALA		FX84856		P		Uninjured.				FATAL INJURY																																						
													CARD SERIAL No.																																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																							
Battle		L5335		Slight.								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																													
Merlin		3697/119024		Slight.														DUAL SOLO		DUAL SOLO																															
																				112																															
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																				
NATURE OF ACCIDENT																																																			

DUTY ON WHICH ENGAGED:

Wind speed and direction finding  
at 2000' locally.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

A.T.S. pupil pilot made what appeared  
to be a normal landing, but both  
tyres burst and a/c tipped gently  
on nose. Tyres burst simultaneously,  
probably due to being cut by sharp  
stones on edge of runway.

LUC/UTB

RECOMMENDATIONS:

PRIMARY CAUSE:

On making landing both tyres burst.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft tipped on nose on runway.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_