

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 8 E.F.T.S.		COM. 4		PLACE Seaisland 6 miles SE Aero										DATE 19-8-41		TIME 10.05															
Vancouver, B.C.		4		Seaisland 6 miles SE Aero										H.Q. FILE 1100-43-8																	
A/C TYPE Tiger Moth		No. 4308		CRASH CAT. A		SE X		ME		DAY X		NIGHT																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Billings, J.				LAC		R92420 P.		Slightly injured.				FATAL INJURY																			
												1																			
												CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Tiger Moth 4308		Total										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Major 87129/7308		Slight										1 -		30		30															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
A.249 19-8-41																															
NATURE OF ACCIDENT																															

19 ()
 18 ()
 17 ()
 16 ()
 15 ()
 14 ()
 13 ()
 12 ()
 11 ()
 10 ()
 9 ()
 8 ()
 7 ()
 6 ()
 5 ()
 4 ()
 3 ()
 2 ()
 1 ()

UND'TD
 PRIMARY
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKEOFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 3rd.
 INJURY
 5 ()
 4 ()
 3 ()
 2 ()
 1 ()

MISCELLANEOUS
 CAUSES OF ACCIDENTS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Practicing forced landing in aerobatics.

-OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

PILOT DOING A GLIDING TURN INTO A FIELD.

COMPOSITION:

WHEN HE ATTEMPTED TO RECOVER FROM THE TURN

THE CONTROLS DID NOT REACT. STALLED IN

TURN AND CRASHED. PILOT TURNED SWITCHES OFF

BEFORE HE HIT THE GROUND.

RECOMMENDATIONS:

PRIMARY CAUSE:

AIRCRAFT STALLED IN THE GLIDING TURN.

**Due to misuse of the controls
by the student.**

ACTION TAKEN:

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

It has been stressed upon the students the importance of maintaining the proper airspeed at all times when in the air, and to keep the airspeed above 70 miles per hour if they have not absolute control of the airspeed in a gliding turn.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____