

CATEGORY 19 () D C B A 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		TYPE OF ENGINE 19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		TYPE OF A/C 19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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. AIRSCREW A. ENG. CONTRS. MISCEL. UND/ TD PRIMARY HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND/ TD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. INJURY 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 () 33 ()			
						PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE					
CAUSES OF ACCIDENTS						ENGINE FAILURE					
UNIT # 1 E.F.T.S. Malton Ontario		COM. 1		PLACE Aerodrome		DATE 19-9-41 TIME 08:45		H.O. FILE 1100-43-97			
A/C TYPE Tiger Moth		No. 4397		CRASH CAT. C-1		SE X	ME	DAY X	NIGHT		
NAME Bellman G.C.		RANK LAC	No. 383522	DUTY P	INJURIES Uningured.			SERIOUS FATAL INJURY			
TYPE A/F & ENGINE Moth Major		No. 4397 7397	EXTENT OF DAMAGE SLIGHT NIL	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE TOTAL LAST 6 MOS. - - 15 1 15 1				
SIGNAL No. & DATE		UNIT No. & DATE M 49 1100-43-97		COM. No. & DATE		REPORT		FILE		DATE	
NATURE OF ACCIDENT											

DUTY ON WHICH ENGAGED:

Practising sequences 6-7-9-16.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R 170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Wind changed on final approach to partial tail wind landed on 3 points but roll was excessively long. A/c struck a bump at edge of runway causing tail to rise, allowing airscrew to strike the ground and break.

DATE:

COMPOSITION:

L M / B V T / C O M M

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

Inexperience of pilot and uneven ground caused airscrew to strike the ground and break.

ACTION TAKEN:

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

PUPIL PARADED, INSTRUCTED HOW TO IMPROVE JUDGMENT OF THE LENGTH OF ROLL OF AN AIRCRAFT AFTER LANDING, AND ADMONISHED.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____