

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	19	
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 5 E.F.T.S.		COM. 4		PLACE Main Aerodrome, High River										DATE 23-10-41		TIME 10:20																	
High River		4		Main Aerodrome, High River										H.Q. FILE 1100-49-82																			
A/C TYPE Tiger Moth		No. 4982		CRASH CAT. c		SE x		ME		DAY x		NIGHT																					
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
Cohoe, D.L.				LAC		R106334		P.		Uninjured				FATAL INJURY																			
Palmer, J.E.				Civ.				F.I.		Uninjured																							
														CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
T. Moth 4982		Slight										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
G. Major 7485		Nil										Nil N/A		12 94		112 04																	
												12 Nil 12 Nil																					
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT		FILE		DATE																	
T389 23-10-41																																	
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UNDET. PRIMARY

HAND.O.

INSTS.

WEATHER

DRINKS

AL'G SURF.

OTHER

UNDET. PRIMARY

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD.

RAT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Flying instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Aircraft turned over when student applied brakes too harshly in order to correct swing on landing. Instructor had no chance to recover when student applied brakes.

4/21/50 / 1st Lt. J. J. [unclear]

RECOMMENDATIONS:

N/A

PRIMARY CAUSE:

Error in judgement in using break too harshly.

ACTION TAKEN:

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

N/A

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Instructor unable to correct because of broken propellor.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____