

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																												
TECH.		DISOB.		NEG'NCE		INEXP'NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTS.		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. CONTS.		MISCEL.		UNASS.	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																													
CAUSES OF ACCIDENTS																																																											
UNIT 5 E.F.F.S.										COM.					PLACE										DATE 4-11-41					TIME 10:00																													
High River, Alta.										4					10 mi. S.E. of High River										H.Q. FILE 1700-4993																																		
A/C TYPE Tiger Moth										No. 4993					CRASH CAT. A					SE X		ME		DAY X			NIGHT																																
NAME										RANK			No.			DUTY			INJURIES										SERIOUS																														
Hayes, H.G.										Sgt			R68107			F.			Killed										FATAL		INJURY																												
Nichols, R.D.										LAC			R109125			P.P			Severely injured.										1		1																												
																										CARD SERIAL No.																																	
TYPE A/F & ENGINE										No.			EXTENT OF DAMAGE			REPORT FORM			SERIAL No.			DATE			HOURS FLOWN BY PILOTS																																		
F. Moth										4993			Total									INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS																													
C. Major										7496			Serious									24		Nil		71		490		76		499																											
																			Nil		Nil		4		Nil		4		Nil																														
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																													
T349										4-11-41																																																	
NATURE OF ACCIDENT																																																											

MISCELLANEOUS CAUSES
 HAND Q.
 INSTS.
 WEATHER
 DRKINS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY
 RAF
 2F

DUTY ON WHICH ENGAGED:

Spinning instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Enquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: **5-11-42**

COMPOSITION:

Aircraft was seen at about 500' making a gentle turn to the left - then spinning to the right. It crashed.

1200/100/100/100

Pres. S.L. A.C. Bailey #31 EFTS De Winton, Alta.
Mem. S.L. R.F. Gladden # 3 EFTS High River, Alta.
P.O. J.H. West # 5 EFTS High River, Alta.

RECOMMENDATIONS:

"It is recommended that the second explanation be considered and that instructions be issued to amplify the spinning pattern for incipient spins and to make clear the correct method for preventing the development of a spin from a badly executed turn.

PRIMARY CAUSE:

Pilot allowed aircraft to spin at low altitude.

ACTION TAKEN:

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

NIL

OBSERVATIONS

THE PILOT HAD A GOOD AMOUNT OF EXPERIENCE AND A GOOD REPUTATION. IT IS UNLIKELY THAT HE ATTEMPTED A SPIN TOO LOW. IT IS CONSIDERED THAT HE WAS ALLOWING THE STUDENT TO DO A FORCED LANDING PRACTICE AND THAT THE STUDENT WAS MAKING A LEFT HAND TURN WHEN THE AIRCRAFT STALLED TO THE LEFT, CORRECTIVE ACTION RESULTED IN A SPIN TO THE RIGHT - THE INSTRUCTOR PARTIALLY GOT CONTROL AND THE AIRCRAFT HIT AT FAIRLY STEEP ANGLE AND SLEWED SIDWAYS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Insufficient height to regain control before striking ground."

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____