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|--|--------|---------|-----------|-----------------|-----------|-------------|--------|------------------|------------|----------------|--------------|-------------------------------------|------------|-------------------|---------------|-----------------|---------------|-----------------------|--------|----------------------|-----------|-----------------|-------------|-------------------|-----------|-------------|-------------|----------|--------|----------------|--------|--------|---------|---------|------------|---------|-----------|-------------|--------|---------|------------|-------------|--------------|-----------|------------|--------|---------------|-----------------|---------------|---------|--------|---------|-----------|-----------|-------------|------------|-----------|-------------|-------------|---------|--------|---------|--------|--------|---------|--------|------------|-------|--------|---------|--------|---------|----------|--------|---------|-------|------|------|-----|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG-NCE</td><td>INEXP-NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTR.</td><td>MOV. SURFS.</td><td>STAB. SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE. OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UND/TO</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG. STR.</td><td>AIRSCREW A.</td><td>ENG. CONTR.</td><td>MISCEL.</td><td>UND/TO</td><td>PRIMARY</td><td>HAND Q</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>AL'G SURF.</td><td>OTHER</td><td>UND/TO</td><td>PRIMARY</td><td>TAXING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STAT RV</td><td>FATAL</td><td>INJ.</td><td>BRD.</td><td>S/O</td> </tr> </table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TECH. | DISOB. | NEG-NCE | INEXP-NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTR. | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UND/TO | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTR. | MISCEL. | UND/TO | PRIMARY | HAND Q | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND/TO | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STAT RV | FATAL | INJ. | BRD. | S/O |
| TECH. | DISOB. | NEG-NCE | INEXP-NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTR. | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UND/TO | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTR. | MISCEL. | UND/TO | PRIMARY | HAND Q | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND/TO | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STAT RV | FATAL | INJ. | BRD. | S/O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 1 E.F.T.S. | | | | | | | | COM. 1 | | | | PLACE Malton Aerodrome, Ont. | | | | | | | | DATE 14-11-41 | | | | TIME 14:15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malton, Ontario. | | | | | | | | 1 | | | | Malton Aerodrome, Ont. | | | | | | | | 1100-43-85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Tiger Moth | | | | | | | | No. 4385 | | | | CRASH CAT. C 1 | | | | SE x | | ME | | DAY x | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Robinson, A. B. | | | | | | | | LAC | | 1436508 | | P. | | Uninjured. | | | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | No. | | | | EXTENT OF DAMAGE | | | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T. Moth | | | | 4385 | | | | Slight | | | | | | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G. Major | | | | 7385 | | | | Nil | | | | | | | | | | ----- | | | | 12 | | 1 | | 12 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A 107 | | | | 15-11-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TYPE OF A/C
 TYPE OF ENGINE
 CATEGORY
 CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Solo practice of sequences 6, 7, 9,

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Landed slightly out of wind with tail not fully on ground - ground looped to left breaking rear spar in lower starboard mainplane - full opposite rudder was used to no effect.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

COMPOSITION:

B170

1 s/p/s

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Pilot error in landing.

ACTION TAKEN:

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

The pupil paraded and admonished for poor airmanship on landing. Instructed in action to be taken in case of ground looping. Log Book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Sharp ground loop to left causing aircraft to keel over on to the right lower mainplane causing spar to break.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____