

32 19	31 18	30 17	29 16	28 15	27 14	26 13	25 12	24 11	23 10	22 9	21 8	20 7	19 6	18 5	17 4	16 3	15 2	14 1	
JU	TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB SURFS.	W. STRUTS	LAND. SEAR	FLOATE	FUSE. OR HULL	TAIL SWID OR W.	ENGINE MOUNT.	MISCEL.
4	3	2	1	0	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE
CAUSES OF ACCIDENTS			
UNIT 32 O.T.U.		COM. Patricia Bay, B.C.	PLACE W.A.C. Main Aerodrome
A/C TYPE Beaufort		No. N1005	CRASH CAT. "C10"
NAME		RANK	NO.
Ashburner, L.J.		P/O	J7623
Baker, F.G.D.		P/O	J7620
Piddington, J.A.		F/Lt.	39562
DUTY		INJURIES	
PP		Uninjured	
PASS		Uninjured	
FI		Uninjured	
DATE		TIME	SE ME DAY NIGHT
31-12-41		1540	X X
SERIOUS		CARD SERIAL NO.	
FATAL		INJURY	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					LAST 6 MOS.	
						INST.	NIGHT	ON TYPE		TOTAL		
Beaufort	N1005	Slight				22	10	4	N11	77	95	
Taurus	A125653	Slight				29	11	6	N11	78	81	
Bristol	A180155	Slight				82	380	1	28	72	1403	

SIGNAL No & DATE A153 31-12-41	UNIT No & DATE	COM. No & DATE	REPORT	FILE	DATE
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NATURE OF ACCIDENT

MISCELLANEOUS	HAND. Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	UND/TTD
FLIGHT	LANDING	TAKE OFF	FLIGHT	STATORY	FATAL	INJ.	3rd	5	1

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Instructional flying.

OR COMMANDING OFFICER'S REPORT:

Investigating Officers
Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot under instruction P/O Ashburn- COMPOSITION:

er over-corrected a swing to port whilst taxiing causing the aircraft to swing to starboard off the runway into a 3 ft.

bank of earth about 4ft. from the edge RECOMMENDATIONS:

of the runway. The right undercarriage collapsed causing damage to mainplane and

PRIMARY CAUSE:

airscrew.

T.M./P.T./000

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____