

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																	
JU.	TECH.	DISOB.	NEG/INCE	INEXP/NC	MISCLL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL CONTR.	MOV SURFS.	STAB SURFS.	W SURTS.	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																	
4	3	2	1	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													
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																	
7	6	5	4	3	2	1	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										
CAUSES OF ACCIDENTS	UNIT 14 E.F.T.S.		COM.		PLACE										DATE 26-1-42		TIME 1600																															
17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	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
MISCELLANEOUS	Portage la Prairie 2		2		5 1/2 miles South Oakville										H.Q. FILE 1100-41-17																																	
14	13	12	11	10	9	8	7	6	5	4	3	2	1	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			
CAUSES	A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																			
13	12	11	10	9	8	7	6	5	4	3	2	1	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				
FLIGHT	Tiger Moth		4117		A		X		X		X																																					
12	11	10	9	8	7	6	5	4	3	2	1	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					
STAGE OF	NAME		RANK		No.		DUTY		INJURIES				SERIOUS																																			
7	6	5	4	3	2	1	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										
FLIGHT	Lawn, J.A.		LAC		R117259		P.		Severely injured.				FATAL		INJURY																																	
11	10	9	8	7	6	5	4	3	2	1	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						
FLIGHT													1																																			
10	9	8	7	6	5	4	3	2	1	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							
FLIGHT													CARD SERIAL NO.																																			
9	8	7	6	5	4	3	2	1	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								
FLIGHT	TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																			
8	7	6	5	4	3	2	1	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									
FLIGHT	T. Moth		4117		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																													
7	6	5	4	3	2	1	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										
FLIGHT	G. Major		7112		Total								:50		N11		17 15		17 15																													
6	5	4	3	2	1	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											
FLIGHT	SIGNAL No & DATE		UNIT No & DATE			COM. No & DATE			REPORT		FILE		DATE																																			
5	4	3	2	1	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												
FLIGHT	A 28 26-1-42																																															
4	3	2	1	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													
NATURE OF ACCIDENT																																																

UND/TD
PRIMARY

HAND O.
INSTS.

WEATHER
DRKNS.

AL-G SURF.
OTHER

UND/TD
PRIMARY

TAXIING
LANDING

TAKEOFF
FLIGHT

STATRY
FATAL

INI.
3rd.

INI.
3rd.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo practice flying.

OR COMMANDING OFFICER'S REPORT:

R170

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27-1-42

Aircraft apparently spun into ground

COMPOSITION:

Pilot failed to recover from a right hand spin.

P.O. J.S. Howden (J4755) No. 14 E.F.T.S.

100/100/100/100

RECOMMENDATIONS:

More emphasis be placed on instruction in spin recovery in the syllabus of flying training.

PRIMARY CAUSE:

~~Failure on the part of the pilot to apply the correct method of spin recovery in that he failed to move the control column sufficiently forward to effect recovery.~~

ACTION TAKEN:

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

Conclusions of A.I.B.

P. Pilot got excited and did not use correct method of spin recovery. The investigation is extremely poor as to the method of spin recovery taught at this school but the Air Officer Commanding is satisfied that it is correct.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft spun into the ground.~~

19 Out of Control

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____