

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				
TYPE OF A/C		TYPE OF ENGINE		CATEGORY		MISCELLANEOUS		STAGE OF FLIGHT		CAUSES		MISCELLANEOUS		CAUSES		MISCELLANEOUS		STAGE OF FLIGHT		CAUSES		MISCELLANEOUS		CAUSES		MISCELLANEOUS		STAGE OF FLIGHT		CAUSES		MISCELLANEOUS			
PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		UNDETERMINED		PRIMARY		SECONDARY		THIRDARY		FOURTHARY		FIFTHARY		SIXTHARY		SEVENTHARY		EIGHTHARY		NINTHARY		TENTHARY		ELEVENTHARY		TWELFTHARY			
CAUSES OF ACCIDENTS																																			
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE		H.Q. FILE			
15 S.F.M.S.		# 4		1 1/2 mi. N. of Parkland, Alta.		23-2-42		1530		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747		1700-8747			
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS			
Grane		8747		A		SE		ME		DAY		NIGHT		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS			
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS			
Rodgers, S.M.		LAC		R109115		PP		Killed		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS		SERIOUS			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS		HOURS FLOWN BY PILOTS			
Grane		8747		Total		"		"		"		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.			
Cessna		8255/6250		"		"		"		"		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.			
9		17		83		96		"		"		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.		LAST 6 MOS.			
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE			
All		23-2-42		"		"		"		"		"		"		"		"		"		"		"		"		"		"		"		"	
NATURE OF ACCIDENT																																			

DUTY ON WHICH ENGAGED:

Solo formation practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Rodgers broke formation without apparent reason - circled down and crashed.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 24-2-42

*INK*

COMPOSITION:

Sqn.Ldr. Berven, J.L.  
Flt.Lt. Paterson, R.M.  
F.O. Marshall, C.J.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~The pilot had sufficient carbon monoxide to cause him to lose control of the A/C.~~

*19. Out of control*

ACTION TAKEN:

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

Recommended by the Court that all A/C be tested for the possibility of carbonmonoxide entering the cabin, & suitable modifications incorporated.

Conclusions of A.I.B.

Possibly carbon monoxide was found in the pilot's blood after the accident, but there is some doubt as to the efficiency of the methods of examination. This matter is the subject of investigation in co-opertaion with

D.D.M.S. (Air)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck ground at a high rate of speed.~~

CHECKED BY

DATE