

32 JU. ( )  
 31 TECH. ( )  
 30 DISOB. ( )  
 29 NEG-NCE ( )  
 28 INEXP'NCE ( )  
 27 MISCELL. ( )  
 26 INSTRCT. ( )  
 25 FLT. CONTR. ( )  
 24 OTHERS ( )  
 23 PRIMARY ( )  
 22 FL. CONTRS. ( )  
 21 MOV. SURFS. ( )  
 20 STAB. SURFS. ( )  
 19 W. STRUTS ( )  
 18 LAND. GEAR ( )  
 17 FLOATS ( )  
 16 FUSE. OR HULL ( )  
 15 TAIL SKID OR W. ( )  
 14 ENGINE MOUNT. ( )  
 13 MISCEL. ( )  
 12 UND'TD ( )  
 11 PRIMARY ( )  
 10 FUEL SYS. ( )  
 9 COOL SYS. ( )  
 8 IGNIT. SYS. ( )  
 7 LUP'N SYS. ( )  
 6 ENG. STR. ( )  
 5 AIRSCREW A. ( )  
 4 ENG. CONTRS. ( )  
 3 MISCEL. ( )  
 2 UND'TD ( )  
 1 PRIMARY ( )

TYPE OF A/C  
 PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE  
 CAUSES OF ACCIDENTS

UNIT 20 E.F.T.S.  
 Oshawa, Ont.  
 COM. 1  
 PLACE M.A.  
 DATE 22-3-42  
 TIME 1230  
 H.Q. FILE 1100-43-74

A/C TYPE Tiger Moth  
 No. 4374  
 CRASH CAT. C 14  
 SE x  
 ME  
 DAY x  
 NIGHT

NAME Linage R. F.  
 RANK LAC.  
 No. 1391336  
 DUTY P.P.  
 INJURIES Uninjured.  
 SERIOUS FATAL INJURY

TYPE OF ENGINE  
 TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE  
 T. Moth 4374 Slight  
 Gypsy M. 37194 Nil  
 HOURS FLOWN BY PILOTS  
 INST. NIGHT ON TYPE TOTAL LAST 6 MOS.  
 DUAL SOLO DUAL SOLO  
 3 Nil 17 7 17 7

CATEGORY  
 SIGNAL No. & DATE A-204 22-3-42  
 UNIT No. & DATE  
 COM. No. & DATE  
 REPORT FILE DATE

NATURE OF ACCIDENT

19 ( )  
 18 ( )  
 17 ( )  
 16 ( )  
 15 ( )  
 14 ( )  
 13 ( )  
 12 ( )  
 11 ( )  
 10 ( )  
 9 ( )  
 8 ( )  
 7 ( )  
 6 ( )  
 5 ( )  
 4 ( )  
 3 ( )  
 2 ( )  
 1 ( )

19 ( )  
 18 ( )  
 17 ( )  
 16 ( )  
 15 ( )  
 14 ( )  
 13 ( )  
 12 ( )  
 11 ( )  
 10 ( )  
 9 ( )  
 8 ( )  
 7 ( )  
 6 ( )  
 5 ( )  
 4 ( )  
 3 ( )  
 2 ( )  
 1 ( )

DUTY ON WHICH ENGAGED:

Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C blown over on its back.

DATE:

09/1955/wuc

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Very strong crosswind swinging on takeoff. Failure to correct for cross wind.~~

ACTION TAKEN:

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

12. Swing

Further dual on take-offs.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft blew over on its back.~~

RECORDED BY

DATE

CHECKED BY

DATE