

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		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT		COM.		PLACE		DATE		TIME																									
31 B.F.T.S.		4		1 mile S. W.A.		1-4-42		1330																									
De Winton						H.Q. FILE		1100-43-25																									
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																					
Tiger Moth		4325		C 2		x				x																							
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																				
Gregg, D.A.			IAC.		1235043		P.		Uninjured.				FATAL INJURY																				
										CARD SERIAL NO.																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
M. Moth		4325		slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
G. Major		7325		slight								6		32 32		32 32																	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																							
A-152		3-4-42																															
NATURE OF ACCIDENT																																	

- MISCELLANEOUS CAUSES
- 32 () INJURY
 - 31 () INJ. 3RD.
 - 30 () INJ.
 - 29 () FATAL
 - 28 () STATRY
 - 27 () FLIGHT
 - 26 () TAKE-OFF
 - 25 () LANDING
 - 24 () TAXIING
 - 23 () PRIMARY
 - 22 () UND/TD
 - 21 () OTHER
 - 20 () ALG SURF.
 - 19 () DRKNS.
 - 18 () WEATHER
 - 17 () INSTS.
 - 16 () HAND O.
 - 15 () PRIMARY

DUTY ON WHICH ENGAGED:

Flying training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Engine failed after taking off.
Pupil forced landed and overturned.

DATE: 6-5-42

COMPOSITION:

P.O. L.J. McLeod J6796 #31 E.F.T.S. Dewinton,
Alta.

RECOMMENDATIONS:

Greater emphasis to be placed on the fact that the fuel cock must be fully open when cock-pit drill is taught. Action has been taken to this effect at this Unit.

PRIMARY CAUSE:

~~Engine failure due to inexperienced pupil taking off with petrol cock not fully open.~~

ACTION TAKEN:

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

Investigation carried out. Visual check of position of petrol cock slide introduced in drill of vital actions prior to take-off.

CONCLUSION OF A.I.B.

FORCED LANDING JUST AFTER TAKE-OFF, DUE TO PARTIAL ENGINE FAILURE CAUSED BY FUEL COCK NOT BEING FULLY OPEN.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pupil overturned on forced landing.~~

26. Engine trouble - Accident

PUPIL PILOT ERRED IN NOT HAVING FUEL COCK FULLY OPEN AND WHEN MAKING FORCED LANDING MISUSED OR ELEVATOR CAUSING AIRCRAFT TO OVERTURN.
(BRAKES)

CHECKED BY

DATE