

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
TECH.	DISOB.	NEG/NCE	INEX/NCE	MISCEL	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	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. CONTR.	MISCEL.	UND TD	PRIMARY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT		COM.		PLACE		DATE		TIME																							
6 E.F.T.S.				15 M. N.W. of M.A.		27-4-42		14:45																							
Prince Albert.		#2				H.Q. FILE																									
A/C TYPE		No.		GRASH CAT.		SE		ME		DAY		NIGHT																			
Tiger Moth		3846		"A"		x				x																					
NAME		RANK		No.		DUTY		INJURIES		SERIOUS																					
Glass, F.R.		P.I.		R62196		F.I.		Uninjured		FATAL		INJURY																			
MacFarlane, T.G.				R109381		P.P.		"																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Tiger Moth 3846		Totally										20		45		20		1511		23 1530											
Gypsy Major 85971		268856		Slightly								9		2		29		26		29 26											
HOURS FLOWN BY PILOTS		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																			
		-187																													
		E-48																													
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALC SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY
 RAF
 N

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:
Forced landing practice.

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

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:
COMPOSITION:

R170

1100 / 1100 / 1100 / 1100

During forced landing practice over rough terrain, aircraft stalled in final gliding turn at approximately 400 feet. Due to insufficient altitude and possible down-draft, pilot was unable to effect recovery from stall.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Error of judgement on the part of Instructor Glass in permitting a forced landing practice over rough terrain, resulting in the a/c stalling due to a/c striking down draft during a turn to the right.~~

ACTION TAKEN:

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

NO disciplinary action taken by Civilian Company.
All flying instructors advised that forced landing practice is to be limited to areas allotted for such instruction.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Instructor unable to recover from stall due to possible down-draft, in time to avoid striking the ground.~~

RECORDED BY

DATE

CHECKED BY

DATE