

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	
19	18	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
TECH.	DISOB.	NEG'NCE	INEXP'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.	AIRCREW A.	ENG. CONTR.	MISCEL.	UND TD	PRIMARY		
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																																
UNIT Wireless J.		COM. 1		PLACE M.A.										DATE 9-7-42		TIME 1540																
A/C TYPE Menasco Moth		No. 4397		CRASH CAT. C		SE K		ME		DAY		NIGHT																				
NAME		RANK		No.		DUTY		INJURIES				SERIOUS																				
Lussier E.J.		SQUADRON		CDR		CRSE S.P.		Uninjured.				FATAL		INJURY																		
Henshaw L.W.		LAC.		RICHIE		WOAG		"																								
												CARD SERIAL No.																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																				
M. Moth 4397		4397		Seriously								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS												
Menasco D-4 4103/18187 Nil.												11		-		28 476		62 697														
SIGNAL No. & DATE				UNIT No. & DATE				COM No. & DATE				REPORT				FILE				DATE												
A 557 9-7-42																																
NATURE OF ACCIDENT																																

MISCELLANEOUS
 CAUSES
 STAGE OF FLIGHT
 PRIMARY
 UNTD
 HAND.
 INSTS
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNTD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STARY
 FATAL
 INJ.
 3RD
 5

DUTY ON WHICH ENGAGED:

Routine D/F exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C swerved on landing and turred onto nose. U/C collapsed.

DATE:

R.170

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

The bolt attaching the U/C tripod to the tripod stay had sheared off. The cause probably due to a prior heavy landing.

ACTION TAKEN:

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

NIL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C swerved on landing, U/C collapsed.

34. U/C strain
R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41

RECORDED BY

DATE

CHECKED BY

DATE