

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
JU	TECH.	DISOB.	NEG-NCE	INEXP-NCE	WISCEL.	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. CONTS.	MISCEL.	UND TD	PRIMARY
7	6	5	4	3	2	1	CAUSES OF ACCIDENTS															MISCELLANEOUS CAUSES									
PILOT									AIRFRAME FAILURE									ENGINE FAILURE													
UNIT 38 S.F.T.S. Estevan, Sask.										COM. 2			PLACE 3 miles West of M.A.						DATE 29-7-42			TIME 1140									
A/C TYPE Menasco Moth									No. 4873			CRASH CAT. A			SE x		ME		DAY x		NIGHT										
NAME									RANK		No.		DUTY		INJURIES																
Boiston J.R.									F/Sgt.		741832		F.I.		Killed.																
Cant W.									Act.		1094923		Pvt.		Killed.																
															FATAL			INJURY													
															2																
															CARD SERIAL NO.																
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS													
M. Moth										4873		Total						INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.					
Super										18156		Total						4		5		73		75							
Pirafe																															
SIGNAL No & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT			FILE			DATE										
A-27					29-7-42																										
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 HAND Q
 INSTS.
 WEATHER
 DRINKS
 AL'G SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJURY

19
18
17
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1

DUTY ON WHICH ENGAGED:

Air test.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICERS REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C crashed into field, caught fire and burned out.

DATE: July 30th and 31st, 1942.

COMPOSITION:

W.A./D.W.

Flight Lieutenant Dews, D.

RECOMMENDATIONS:

CONCLUSIONS OF A.I.B.

The cause of the accident remains obscure.

ACTION TAKEN:

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

Nil.

RECOMMENDATIONS. It is recommended that this accident be brought to the attention of all pilots and the danger of carrying out violent manoeuvres close to the ground emphasized strongly.

PRIMARY CAUSE:

~~It is considered that there is no satisfactory evidence as to how the aircraft got out of control and subsequently crashed. The cause remains obscure.~~

19. Out of control (19)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft caught fire and burned.~~

29. Fire - In brush. (29)

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____