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|---------------------|----|--------|----|---------|----|-----------|----|---------|----|-----------------|----|-------------|----|--------|----------------------|---------|----|-------------|----|------------------|----|--------------|----|-----------|---------------------|-----------|----|--------|----|----------------|----|-----------------|--|---------------|-----------------------|---------|--|--------|--|-----------|--|-----------|--|-----------|-------|-------------|--|------------|--|-------------|--|-------------|--|--------------|--|---------|--|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TECH. | | DISOB. | | NEG-NCE | | INEXP-NCE | | MISCEL. | | INSTRUCT. | | FLT. CONTR. | | OTHERS | | PRIMARY | | FL. CONTRS. | | MOV. SURFS. | | STAB. SURFS. | | W. STRUTS | | LAND GEAR | | FLOATS | | FUSE OR HULL | | TAIL SKID OR W. | | ENGINE MOUNT. | | MISCEL. | | UNDT/D | | PRIMARY | | FUEL SYS. | | COOL SYS. | | IGNIT. SYS. | | LUBRN SYS. | | ENG. STR. | | AIRSCREW A. | | ENG. CONTRS. | | MISCEL. | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 5 E.F.T.S. | | | | | | | | | | COM. # 4 | | | | | PLACE Main Aerodrome | | | | | | | | | | DATE 28-9-42 | | | | | TIME 1125 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High River, Alta | | | | | | | | | | | | | | | | | | | | | | | | | H.Q. FILE 1100-51-8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Tiger Moth | | | | | | | | | | No. 5108 | | | | | CRASH CAT. c 3 | | | | | SE x | | | | | ME x | | | | | DAY x | | | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | | | No. | | | | | DUTY | | | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | |
| Campbell, D.J. | | | | | | | | | | LAC | | | | | R155556 | | | | | PP | | | | | Uninjured. | | | | | | | | | | FATAL | | | | | INJURY | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | EXTENT OF DAMAGE | | | | | REPORT FORM | | | | | SERIAL No. | | | | | DATE | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | |
| T. Moth | | | | | | | | | | 5108 | | | | | Slightly. | | | | | | | | | | | | | | | | | | | | INST. NIGHT | | | | | ON TYPE | | | | | TOTAL | | | | | LAST 6 MCS. | | | | | | | |
| G. Major | | | | | | | | | | 7316/87138 | | | | | NIL. | | | | | | | | | | | | | | | | | | | | DUAL SOLO | | | | | DUAL SOLO | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT | | | | | FILE | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T279 | | | | | | | | | | 29-9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRYS.
 AL'G SURF.
 OTHER
 UNDT/D
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 3RD. INJURY



DUTY ON WHICH ENGAGED:

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

Day circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

LH/PS+D/018

D-14

COMPOSITION:

Heavy landing. STBD tire blew out. Aircraft ground looped.

RECOMMENDATIONS:

PRIMARY CAUSE:

W.A.W.
Error of judgment on part of pilot in that he failed to correct drift on landing.

ACTION TAKEN:

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

NIL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C ground looped.~~

Fire burst

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

