

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  
 TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRCT. 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. UN'DTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. UN'DTD PRIMARY

TYPE OF A/C  
 PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE  
 CAUSES OF ACCIDENTS

UNIT **5 E.F.T.S.** COM. PLACE DATE **10-10-42** TIME **1710**  
**High River, Alta # 4** **6 miles S.E. of M.A.** H.O. FILE **1700-5963**

A/C TYPE **Tiger Moth** No. **5963** CRASH CAT. **A** SE **x** ME DAY NIGHT **x**

NAME RANK No. DUTY INJURIES SERIOUS  
**Redwood, R.E.W.** **LAC** **1324380** **PP** **Killed.** **1**

FATAL INJURY  
**1**

CARD SERIAL NO.

TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE HOURS FLOWN BY PILOTS

**T. Moth 5963 Total**  
**G. Major 2121/85775 Total**

INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS
		DUAL	SOLO	DUAL	SOLO	
<b>1</b>	<b>-</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>9</b>	

SIGNAL No. & DATE UNIT No. & DATE COM. No. & DATE REPORT FILE DATE

**T 290 10-10**

NATURE OF ACCIDENT

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  
 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  
 STAGE OF FLIGHT  
 UN'DTD PRIMARY  
 HAND.O.  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'G SURF.  
 OTHER  
 UN'DTD PRIMARY  
 TAKING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 4  
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 32

DUTY ON WHICH ENGAGED:

Routine training flight.

Sequences 60-10A-12-15. Solo.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft spun at approx. 2500' and partially recovered. At 1000' feet it again stalled and went into a second spin. A/C made 4 or 5 turns until it struck the ground and was totally damaged.

PRIMARY CAUSE:

~~Inexperience.~~

*Out of control*  
*(19)*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Possible dizziness of pilot in spin.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

DATE 11-10-42.

COMPOSITION:

F/L J.M. Dobson C 929

P/O R.G.D. Ward C9841

P/O J.R.C. Bishop J12087

#15 S.F.T.S.

# 15 S.F.T.S.

# 5 E.F.T.S.

*10C/PS F/B/N*

RECOMMENDATIONS:

That authority not be given at an E.F.T.S. for more than one session of spinning per day, as at this early stage of training, pupil may become fatigued and confused.

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.:- Inability of pupil pilot, of limited experience, to recover from a spin. Evidence is not conclusive whether the initial spin was voluntary or involuntary but the pupil partially recovered from the first spin only to go into another spin and crash.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_