

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------|--------|-------------------|-----------|---------------------|------------------|-----------------|--------|------------|-------------|--------------|-------------|-----------------------|-----------|--------------------|----------------|------------------|---------------|-------------|-------|---------|-----------|-----------|-------------|------------|-----------|-------------|--------------|---------|-------|---------|----|----|----|----|---|---|
| 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 | 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. | UNDTD | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UNDTD | PRIMARY | | | | | | |
| 4 | 7 | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | | | | | | |
| PILOT | | | OTHERS | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT No.5 E.F.T.S., High River, Alta. | | | COM. 4 | | PLACE M.A. | | | | | | | | | | DAT 1-11-42 | | TIME 1430 | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Tiger Moth | | | No. 5175 | | CRASH CAT. B | | SE x | | ME | | DAY x | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | RANK | | No. | | DUTY | | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | |
| Spear, C.P., | | | LAC | | R127329 | | P | | Nil | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | |
| T.Moth | | | 5175 | | Serious | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | |
| G.Mjr. | | | 7707/85606 | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | |
| T.321 | | | 2-11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 |
| D | C | B | A | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MISCELLANEOUS CAUSES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAND Q. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INSTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEATHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRKNS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AL'G SURF. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OTHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDTD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAXING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAKE-OFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STAT RV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FATAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INJ. INJ. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2ND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

Day routine flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft made heavy landing.
Came in nose high, hit with tail
wheel first and aircraft came
down heavily.

DATE:

LH / PSHH ✓

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Inexperience.~~

4. Heavy (4)

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C hit with tail wheel first
and landed heavily.~~

RECORDED BY

DATE

CHECKED BY

DATE