

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE									
UNIT		COM.		PLACE										DATE		TIME							
6 E.F.T.S.				Main Aerodrome										12-1-43		1315							
Prince Albert, Sask. #2														H.Q. FILE		1100-50-50							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT											
Tiger Moth		4984		C		x				x													
Tiger Moth		5050																					
NAME			RANK	No.	DUTY	INJURIES					SERIOUS												
Henry, J.C.			P/O	J14687	FI	Nil					FATAL	INJURY											
Palmer, V.A.			LAC	R157310	PP	Nil						1											
Alexander, H.			Civilian Crew	Slight																			
Rumble, R.P.			F/S	R114535	FI	Nil.					CARD SERIAL No.												
Thomson, J.			Lac.	R166975	PP	Nil.					4												
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																
T. Moth		4984	Nil.				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.										
G. Major		7582/85476	Nil.						DUAL	SOLO	DUAL	SOLO											
T. Moth		5050	Slight																				
G. Major		7606/87283	Nil.																				
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE													
A 7		13-1																					
NATURE OF ACCIDENT																							

MISCELLANEOUS CAUSES
 FLIGHT STAGE OF

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TYPE OF A/C

TYPE OF ENGINE

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DUTY ON WHICH ENGAGED:

Flying instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft equipped with skis taxied into parked aircraft. Propellor struck civilian employee.

INVESTIGATING OFFICER

D-14 ✓

DATE: 15 Jan./43

TCA/PCT/XG1
MA/DA

COMPOSITION:

F.L. E.W.C. Sharpe (C2797), #2 T.C. HQ.

PRIMARY CAUSE:

~~3. Hitting other aircraft.
(Failure of pilot of a/c, who had practically no experience in taxiing on slippery surface with skis, to obtain assistance when he found himself unable to retain directional control of his a/c.)~~

RECOMMENDATIONS: Whenever conditions appear likely to prevent full & immediate directional control of a/c, by use of rudder, brakes & engine or engines, the pilot should be required to obtain the assistance of a man on either wing tip until he has taxied to an area in which he can safely manoeuvre w/o such assistance.

ACTION TAKEN:

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

Log book endorsed.

Junior Instructors are not to use A/C equipped with skis when aerodrome is in an icy condition.

CONCLUSIONS OF A.I.B.

Agree with findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Wing man released too soon.
Instructor did not use precautions on skis.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____