

|                     |     |    |       |    |        |    |         |    |           |                     |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
|---------------------|-----|----|-------|----|--------|----|---------|----|-----------|---------------------|---------|----|-----------|----|------------------|----|--------|----|---------|------------------|-------------|----|-------------|----|--------------|----|-----------|----|------------|---------------------|--------|----|---------------|----|-----------------------|----|---------------|----|---------|-----------|--------|----|---------|----|-----------|----|-----------|----|------------|-------|-----------|----|-----------|----|-------------|---|--------------|---|---------|---|--------|---|---------|----|--------|----|---------|----|---------|----|-------|----|---------|----|--------|----|------------|----|-------|----|--------|----|---------|---|--------|---|---------|---|----------|---|--------|---|--------|---|-------|---|------|---|------|---|---|
| 32                  | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG/NCE | 28 | INEXP/NCE | 27                  | MISCEL. | 26 | INSTRUCT. | 25 | FLT. CONTR.      | 24 | OTHERS | 23 | PRIMARY | 22               | FL. CONTRS. | 21 | MOV. SURFS. | 20 | STAB. SURFS. | 19 | W. SURFS. | 18 | LAND. GEAR | 17                  | FLOATS | 16 | FUSE. OR HULL | 15 | TAIL SKID OR W.       | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12        | UND/TD | 11 | PRIMARY | 10 | FUEL SYS. | 9  | COOL SYS. | 8  | IGNIT. SYS | 7     | LUP'N SYS | 6  | ENG. STR. | 5  | AIRSCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UND/TD | 1 | PRIMARY | 19 | UND/TD | 18 | PRIMARY | 17 | HAND O. | 16 | INSTS | 15 | WEATHER | 14 | DRKNS. | 13 | AL'G SURF. | 12 | OTHER | 11 | UND/TD | 10 | PRIMARY | 9 | TAXING | 8 | LANDING | 7 | TAKE-OFF | 6 | FLIGHT | 5 | STATRY | 4 | FATAL | 3 | INJ. | 2 | 3RD. | 1 | 1 |
| 32                  | 1   | 31 | 2     | 30 | 3      | 29 | 4       | 28 | 5         | 27                  | 6       | 26 | 7         | 25 | 8                | 24 | 9      | 23 | 10      | 22               | 11          | 21 | 12          | 20 | 13           | 19 | 14        | 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  |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| TYPE OF A/C         |     |    |       |    |        |    |         |    |           | CAUSES OF ACCIDENTS |         |    |           |    |                  |    |        |    |         | MISCELLANEOUS    |             |    |             |    |              |    |           |    |            | STAGE OF FLIGHT     |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| PILOT               |     |    |       |    |        |    |         |    |           | OTHERS              |         |    |           |    |                  |    |        |    |         | AIRFRAME FAILURE |             |    |             |    |              |    |           |    |            | ENGINE FAILURE      |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| UNIT 12 E.F.T.S.    |     |    |       |    |        |    |         |    |           | COM. 1              |         |    |           |    | PLACE H.A.       |    |        |    |         | DATE 17-1-43     |             |    |             |    | TIME 1330    |    |           |    |            | H Q FILE 1100-88-91 |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| Goderich, Ont.      |     |    |       |    |        |    |         |    |           |                     |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| A/C TYPE Tiger Moth |     |    |       |    |        |    |         |    |           | No. 8891            |         |    |           |    | CRAE CAT. C 1    |    |        |    |         | SE x             |             |    |             |    | ME x         |    |           |    |            | DAY x               |        |    |               |    | NIGHT                 |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| NAME                |     |    |       |    |        |    |         |    |           | RANK                |         |    |           |    | No.              |    |        |    |         | DUTY             |             |    |             |    | INJURIES     |    |           |    |            | SERIOUS             |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| MacLean, R.C.       |     |    |       |    |        |    |         |    |           | Sgt.                |         |    |           |    | R109133          |    |        |    |         | FI               |             |    |             |    | Nil          |    |           |    |            | FATAL               |        |    |               |    | INJURY                |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| Maxwell, R.B.       |     |    |       |    |        |    |         |    |           | Lac.                |         |    |           |    | R165426          |    |        |    |         | PP               |             |    |             |    | Nil          |    |           |    |            |                     |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
|                     |     |    |       |    |        |    |         |    |           |                     |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    | CARD SERIAL No.       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| TYPE A/F & ENGINE   |     |    |       |    |        |    |         |    |           | No.                 |         |    |           |    | EXTENT OF DAMAGE |    |        |    |         | REPORT FORM      |             |    |             |    | SERIAL No.   |    |           |    |            | DATE                |        |    |               |    | HOURS FLOWN BY PILOTS |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| Tiger Moth 8891     |     |    |       |    |        |    |         |    |           | Slight              |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    | INST. NIGHT           |    |               |    |         |           |        |    |         |    | ON TYPE   |    |           |    |            | TOTAL |           |    |           |    | LAST 6 MOS. |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| Gypsy Major 89369   |     |    |       |    |        |    |         |    |           | Propellor replaced. |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    |                       |    |               |    |         | DUAL SOLO |        |    |         |    | DUAL SOLO |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| SIGNAL No. & DATE   |     |    |       |    |        |    |         |    |           | UNIT No. & DATE     |         |    |           |    | COM. No. & DATE  |    |        |    |         | REPORT           |             |    |             |    | FILE         |    |           |    |            | DATE                |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |
| NATURE OF ACCIDENT  |     |    |       |    |        |    |         |    |           |                     |         |    |           |    |                  |    |        |    |         |                  |             |    |             |    |              |    |           |    |            |                     |        |    |               |    |                       |    |               |    |         |           |        |    |         |    |           |    |           |    |            |       |           |    |           |    |             |   |              |   |         |   |        |   |         |    |        |    |         |    |         |    |       |    |         |    |        |    |            |    |       |    |        |    |         |   |        |   |         |   |          |   |        |   |        |   |       |   |      |   |      |   |   |

DUTY ON WHICH ENGAGED:

Dual instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Instructor in giving student full control allowed A/C to land too close to aerodrome boundary. Attempted to turn beyond field marker, ran into deep snow and A/C nosed up.

DATE:

COMPOSITION:

*17/11/54 D-14*  
~~THE~~ *THE FACT/NO*

RECOMMENDATIONS:

PRIMARY CAUSE:

~~1. Bad surface of aerodrome.~~

*10. Bad Ground*

ACTION TAKEN:

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

Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Misjudgment on instructor's part in attempting to turn A/C in deep snow beyond aerodrome boundary.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_