

TYPE OF A/C		CAUSES OF ACCIDENTS										TYPE OF ENGINE		STAGE OF FLIGHT									
PILOT		OTHERS		AIRFRAME FAILURE					ENGINE FAILURE					MISCELLANEOUS		FLIGHT		FLIGHT					
UNIT 35 E.F.T.S. Neepawa		COM. 2		PLACE Main aerodrome.					DATE 20-2-43		TIME 1530		H.O. FILE 1100-58-21		HAND O		INSTS.		WEATHER				
A/C TYPE T/Moth DH82C		No. 5821		CRASH CAT. D2		SE X		ME		DAY X		NIGHT		DRKNS.		ALG SURF.		OTHER		UND'TD			
NAME		RANK		No.		DUTY		INJURIES				SERIOUS		UND'TD		PRIMARY		TAXYING		LANDING			
Cassini, C.W.		LAC		1369274		Pp		Uninj.				FATAL		INJURY		PRIMARY		FLIGHT		FLIGHT			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS						FLIGHT		FLIGHT			
T/Moth		5821		8148								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS		FLIGHT			
Major 10		85629/9V27		141								DUAL SOLO		DUAL SOLO						FLIGHT			
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT			
A 122		21-2-43										FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT			
NATURE OF ACCIDENT																							

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DUTY ON WHICH ENGAGED:

Solo practice steep turns.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On landing held off high, a/c stalled and landed heavy causing damage to undercarriage.

DATE:

COMPOSITION:

D-14 ✓
LH / PSIH / VSM / XGM

RECOMMENDATIONS:

In spite of continuous spraying of snow with colored dyes, blowing snow obliterated marking quickly. In addition dull days have made judgment of height difficult. All instructors have been told to give pupils additional dual in use of throttle in recovery from ballooning and high hold-offs.

ACTION TAKEN:

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

NIL.

PRIMARY CAUSE:

~~39. Flattening out too soon.~~

4. Heavy.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Error of judgment on part of pilot in that he held off too high and stalled the a/c~~

34 a/c Strain

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____