

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/INCE	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.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY		
3	2	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
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										MISCELLANEOUS								
CAUSES OF ACCIDENTS										UNIT #35 E.F.T.S. Neepawa		COM #2 T.C.		PLACE F.A.		DATE 5.4.43		TIME 1600		H.O. FILE 1100-58-51		HAND.O.											
A/C TYPE T/Moth D4820		No. 5851		CRASH CAT. C		SE X		ME		DAY X		NIGHT		INST.		NIGHT		DUAL		SOLO		DUAL		SOLO		LAST 6 MOS.							
NAME			RANK		No.		DUTY		INJURIES				SERIOUS		FATAL		INJURY		CARD SERIAL No.														
Cotton, J.G.			PO				P		Nil										✓														
Gowin, C.			LAG		1453873		PF		Nil																								
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
T/Moth		#5851		Seriously								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		DUAL		SOLO		DUAL		SOLO					
G/Major		7794/85660		Nil.																													
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																		
A.208 6.4.43																																	
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		

DUTY ON WHICH ENGAGED:

Familiarization flight to pupil.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On making a normal landing, the left oleo leg collapsed and the A/C spun around damaging port aileron.

DATE:

COMPOSITION:

LCC/COM

RECOMMENDATIONS:

PRIMARY CAUSE:

~~33. Technical defect.~~

5

~~Cause not definite known, but it is considered possible that a series of fairly heavy landings, not necessarily reportable, may have weakened the compression strut to the point of ultimate collapse.~~

ACTION TAKEN:

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

Nil.

2. U/c failure

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~38. Ground loop.~~

35. U/c defect.

35

RECORDED BY

DATE

CHECKED BY

DATE