

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/NC	INEXP/NC	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.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	
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	33		
TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT																				
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																		
UNIT #15 E.F.T.S. Regina, Sask.		COM. #4 TC		PLACE M.A.				DATE 8.4.43		TIME 0925		MISCELLANEOUS																				
A/C TYPE T/Moth		No. 4107		CRASH CAT. C.1		SE X		ME		DAY X		NIGHT		H.Q. FILE 1100-41-07																		
NAME			RANK		No.		DUTY		INJURIES				SERIOUS		CAUSES																	
Martin, L.C.			LAC		R189234		PP		Nil				FATAL		INJURY		HANDQ.															
TYPE OF ENGINE										CARD SERIAL No.		MISCELLANEOUS																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																				
T/Moth		#4107		Seriously								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		MISCELLANEOUS										
G. Major		7130/86950		NIL.								DUAL		SOLO		DUAL		SOLO				MISCELLANEOUS										
SIGNAL No & DATE		UNIT No & DATE				COM. No. & DATE				REPORT		FILE		DATE		MISCELLANEOUS																
A.33		8.4.43														MISCELLANEOUS																
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	33
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	33

4

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Practicing sequences 7-9.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D-14

After being assisted from the soft section of the field, on proceeding forward, mud was thrown from the wheels into the propellor breaking one of the tips.

COMPOSITION:

TBG / XGM

RECOMMENDATIONS:

PRIMARY CAUSE:

1. ~~Bad surface of aerodrome.~~

10. Bad Ground.
10

ACTION TAKEN:

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

Line crew instructed to see that wheels are kept clean of mud at all times.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE