

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
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
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
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
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
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
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
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
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
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 ACCIDENT	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE										
CAUSES OF ACCIDENTS												MISCELLANEOUS		STAGE OF FLIGHT					
UNIT	#31 E.F.T.S. De Winton		COM.	#4 TC		PLACE	1 mile west M.A.		DATE	11.4.43		TIME	1500		HAND Q.	PRIMARY			
A/C TYPE	T/1oth DH82C		No.	5804		CRASH CAT.	A		SE	X		ME					INSTS.	WEATHER	
NAME			RANK	No.	DUTY	INJURIES			SERIOUS			CARD SERIAL NO.	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY		
Freedman, G.F.				FC 105173	Pp	Slightly			FATAL	INJURY								1	TAXING
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				LAST 6 MOS.		FATAL	INJ.	3RD.	2ND.	1ST.		
T/1oth DH82C		#5804	Totally				INST.	NIGHT	ON TYPE		TOTAL								
G/Major 7590/35485		Totally					DUAL	SOLO	DUAL	SOLO									
SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE											
A.235		11.4.43																	
NATURE OF ACCIDENT																			

DUTY ON WHICH ENGAGED:
Practicing sequences 6,7,8 and 9.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Spun off gliding turn in circuit
and A/C hit ground.

DATE: 21-4-43.

COMPOSITION:

F/L Johnston, A. #31 E.F.T.S. DeWinton, Alta.

LOC/AVC/PSF/A/N ✓

RECOMMENDATIONS:

It should be impressed on pupils that they must keep themselves up to a high degree of fitness.

Pilot's activities on the previous night might possibly have contributed to his being less alert in view of his experience.

PRIMARY CAUSE:

~~18. Loss of control.~~

~~Allowing airspeed to get too low in gliding turn & attempting to correct incipient spin with ailerons.~~

19. Out of control of

ACTION TAKEN:

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

Nil.

CONCLUSIONS OF A.I.B.

This accident was due to the inability of the student pilot to maintain or recover equilibrium by sensory aids.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~23. Spinning.~~

~~14. Misuse of controls.~~

~~21. Inability to maintain equilibrium.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____