

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'NCE	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						
19	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
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						

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE											
CAUSES OF ACCIDENTS																									
UNIT No. 9 E.F.T.S. St. Catharines, Ont.										COM. # 1		PLACE M.A.						DATE 22-4-43		TIME 1415					
A/C TYPE Tiger Moth										No. 8890		CRASH CAT. D 1/2		SE x	ME	DAY x	NIGHT								
NAME				RANK	No.		DUTY		INJURIES				SERIOUS												
Seidel, W.H.				LAC	R184769		PP		Nil				FATAL	INJURY											
												CARD SERIAL No.													
												X													
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																
T. Moth		8890	Slight						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS										
G. Mjr.		1458	Nil								DUAL	SOLO	DUAL	SOLO											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE									
NATURE OF ACCIDENT																									

MISCELLANEOUS	CAUSES	STAGE OF FLIGHT
HAND Q.	INSTS.	WEATHER
DRYNS.	ALIG SURF.	OTHER
UND/TD	UND/TD	PRIMARY
TAXYING	LANDING	TAKE-OFF
FLIGHT	FLIGHT	FLIGHT
FATAL	FATAL	FATAL
INJ.	INJ.	INJ.
3RD.	3RD.	3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo practice, sequences 7, 8.

OR COMMANDING OFFICER'S REPORT:

D-14.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

The A/C had landed on three points. COMPOSITION:

It then started to swerve to the right and ground looped, causing slight damage to the lower left wing tip.

The was no structural failure involved. RECOMMENDATIONS:

PRIMARY CAUSE:

38. Ground loop.

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

25. Inexperience.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____