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|-----------------------------|-------|---------------------|---------|------------------|---------|-------------|------------|-----------------|---------|-------------|-------------|-----------------------|-----------|------------|--------|----------------|-----------------|---------------|---------|-------------|---------|-----------|-----------|------------|------------|----------|------------|--------------|---------|--------|---------|---------|--------|---------|--------|-----------|-------|--------|---------|--------|---------|----------|--------|-------|------|-----------|-----------|-----------|
| 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. | SW. STR. | AIRCREW A. | ENG. CONTRS. | MISCEL. | UND/TD | PRIMARY | HAND/O. | INSTS. | WEATHER | DRKNS. | ALG SURF. | OTHER | UND/TD | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | FATAL | INJ. | 3RD. INJ. | 2ND. INJ. | 1ST. INJ. |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT #7 E.F.T.S. Windsor | | | | | | | | COM. #1 TC | | | | PLACE M.A. | | | | DATE 22.4.43 | | | | TIME 1145 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE T/Moth | | | | | | | | No. 8997 | | | | CRASH CAT. C.14 | | | | SE X | | ME | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.O. FILE 1100-89-97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lampton, A.W. | | | | | | | | LAC | | R179245 | | PP | | Nil | | | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | |
| MISC. SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T/Moth #8997 | | G/Major 12842/89042 | | Seriously | | Slightly | | | | | | INST. NIGHT | | ON TYPE | | | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | DUAL SOLO | | DUAL SOLO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M.20 22.4.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Seq. 6-7-8.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Bouncing on landing student failed to apply sufficient rudder and throttle to correct for stalled wing.

A/C landed on wheel and stbd wing and overturned.

D-14
LH/110/PST/H ✓

RECOMMENDATIONS:

PRIMARY CAUSE:

~~39. Flattening out too soon.~~

4. Heavy
(4)

ACTION TAKEN:

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

Nil.

Pupil will be given a complete check on stalls and landings before going solo again.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~37. Pilot error.~~

37. Overturning.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____