

62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT	170 Ferry Sqn.	COM.	2	PLACE	Kenora Airport,		DATE	29-5-44	TIME	15:16				
	Winnipeg, Man.				Ont.	H.Q. FILE	1100-11-75							
A/C TYPE	Tiger Moth			NO.	1175	CRASH CAT.	"A"	S.E.	X	M.E.	X	DAY	NIGHT	
PERSONNEL				RANK	NUMBER	DUTY	INJURIES		SIGNAL					
MCDAIRMID, J.M.				WO1	R53878	P	Uninj.		NO.	DATE				
									Q835	30-5-44				
									D 14 (REVISED)					
									NO.	CHECKED				
									#19					
ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS									
Gypsy Major		2266-85891 Seriously			INST.	NIGHT	ON TYPE		TOTAL					
							SOLO	DUAL	SOLO	DUAL	SOLO	DUAL		
					10	121	108	2	1527	73				

COMMAND  
MONTH  
STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY  
3RD  
S  
M 4

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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

ACCIDENT CLASSIFICATION

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

PURPOSE OF FLIGHT:

Ferrying A/C from No. 2 E.F.T.S.  
Port William to No. 26 E.F.T.S.  
Neepawa, Man.

NATURE OF ACCIDENT:

Pilot took off, using Southeast  
Runway, with an existing South Wind.  
He states the Port tire blew out,  
causing a violent swing to the left.  
In correcting, the a/c became airborne,  
stalled a few feet off the ground and  
crashed not far from the take-off.  
Examination of the tires does not re-  
veal a blow-out, and it is considered  
the cross-wind created the effect ex-  
perienced by the Pilot. A/c crashed  
120' North of the Runway

CLASSIFICATION:

12. ~~Loss of control.~~

14 *Loss of control*

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil!

*ODO/DOC/PSF/O/N/WWW*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Pilot's Log Book endorsed.