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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.  
 LUP'N SYS.  
 ENG. STR.  
 AIRSCREW A.  
 ENG. CONTRS.  
 MISCEL.  
 UND'TD

TYPE OF A/C  
 PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE  
 CAUSES OF ACCIDENTS

UNIT # 14 R.F.T.S. COM. PLACE 4 miles E. of Aerodrome  
 Portage la Prairie 2 Portage la Prairie, Man. DATE 20-1-41 TIME 0900  
 R.O. FILE 1100-41-62

A/C TYPE Tiger Moth No. 4162 CRASH CAT. C SE ME DAY X NIGHT  
 N A M E R A N K No. D U T Y I N J U R I E S S E R I O U S

N A M E	R A N K	No.	D U T Y	I N J U R I E S	S E R I O U S	
					FATAL	INJURY
Kitchen, S.	Sgt	22329	FI	Uninjured		
White, R. G.	LAC	898577	PP	Uninjured		
					CARD SERIAL No.	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
						INST.	NIGHT	ON TYPE		TOTAL	
Tiger Moth	4162	Serious	D.14	24-1-41			DUAL	SOLO	DUAL	SOLO	
Gypsy Major	86982/ 7162	Nil	D.14	24-1-41							

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
214 201-41	A. 14 2011-41				

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

MISCELLANEOUS CAUSES  
 HAND O.  
 INSTS.  
 WEATHER  
 DRINKS.  
 AL & SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAFFRY  
 FATAL  
 INJ.  
 SBB.

DUTY ON WHICH ENGAGED: Instrument flying instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

ILTG/PCL/WIW ✓

Commanding Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

24-1-41

**Pilot misjudged height from ground in bad light conditions.**

COMPOSITION:

Flight Lieutenant D.J. Thomson.

The wind shield of the aircraft was covered with ice. The A/C was returning to aerodrome and the motor was giving trouble.

RECOMMENDATIONS: A/C should return more promptly under such weather conditions. The pupil should also have been told to come from under the hood sooner to assist the instructor in watching the ground. It is also a mental strain for the pupil to see the altimeter so low under such conditions.

PRIMARY CAUSE:

ACTION TAKEN:

Error of the pilot in misjudging height from the ground under bad light conditions. The wind-shield was icy.

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

D14 approved by A.M.T. with remarks that the AOC interview the Civilian Manager of 14 EFTS on the poor standard of instruction at that School. 1100-41-62, 5-2-41

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Partial motor failure and bad weather conditions.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_