

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
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		

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE
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CAUSES OF ACCIDENTS				
UNIT	COM.	PLACE	DATE	TIME
# 33 S.F.T.S.	2	1/2 mile N of St.	17-3-41	1240
Garberry, Man.		Claude, Manitoba.	H.Q. FILE	1300-R9820

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Anson	R9820,	0		X	X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS
Birmingham, E.B.	LAC	1158647	P	Uninjured	FATAL INJURY
					CARD SERIAL NO.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				
Anson R9820		Slight	D14		18-8-41	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.
Cheetah (P) AS30287/A175806		Slight						DUAL SOLO	DUAL SOLO	
Cheetah (S) AS30297/A175816		Slight								

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
294	17-3-41 A.64	17-3-41			

NATURE OF ACCIDENT

CAUSES  
 MISCELLANEOUS  
 FLIGHT  
 STAGE OF  
 TAKE-OFF  
 LANDING  
 TAXIING  
 PRIMARY  
 UND/TD  
 OTHER  
 AL'S SURF.  
 DRKNS.  
 WEATHER  
 INSTS.  
 HAND Q.

CATEGORY  
 TYPE OF ENGINE  
 TYPE OF A/C

19  
18  
17  
16  
15  
14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1

DUTY ON WHICH ENGAGED: Routine training  
cross country flight.

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

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:  
COMPOSITION:

Commanding Officers Report.  
18-3-41

Pilot suspected a fuel shortage and  
and forced landed, in soft snow

Group Captain A.L. James.

*FM/ANT/PSS*

RECOMMENDATIONS:

A full written report will be obtained from  
the pilot on his return to this Unit when any  
amplification necessary to para. (15) & (16)  
will be made.

PRIMARY CAUSE:

Apparent failure in  
electrical fuel gauges.  
The pilot used poor judgment in  
relying on an instrument which  
the most elementary of reasoning  
must have proved incorrect.

ACTION TAKEN:

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

The gauge ceased to function after  
running the battery dry. There  
was no generator fitted.

Generator drives are now available and there should  
be no repetition of failure of fuel gauges due to  
battery being low in charge. The pilot was warned  
but no disciplinary action was taken on account of  
the extenuating circumstances

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Precautionary landing executed in  
soft snow caused aeroplane to tip  
up on landing, creating damage to  
airscrew blades and dents to nose fuselage.

RECORDED BY

DATE

CHECKED BY

DATE