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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 | | | | | | | | | | | | | | | | | | | |
| 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 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 |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT | | COM. | | PLACE | | DATE | | TIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # 1 A.N.S. | | 2 | | 1 1/2 miles S.E. of | | 28-3-41 | | 0417 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rivers, Man. | | | | Brandon, Manitoba. | | H.Q. FILE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ansch | | 6082 | | C.1 | | | | X | | | | X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | RANK | No. | DUTY | | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Player, B.V. | | | Sgt. | R53937 | P | | Uninjured | | | | FATAL | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mann, E.H. | | | Cpl. | | WO | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Turner, N.H. | | | Sgt. | | Obs. | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | EXTENT OF DAMAGE | | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Anson | | 6082 | Slight | | | | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cheetah | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cheetah | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | UNIT No. & DATE | | | COM. No. & DATE | | | REPORT | | | FILE | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 190 28-3-41 | | | T 259 28-3-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT BY
 FATAL
 INJ.
 3RD.
 5.
 2.
 1.

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED: **Navigation exercise** COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Aircraft forced landed and went up on nose in deep snow. The aircraft was low in fuel and Rivers was fogged over.

COMPOSITION:

FB/ROP/PCN/ES/PM/PM/E

RECOMMENDATIONS:

PRIMARY CAUSE:

Fuel ran out

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Rivers fogged up.

RECORDED BY

DATE

CHECKED BY

DATE