

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
1 P	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
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.																															
UNDTD																															
PRIMARY																															
FUEL SYS.																															
COOL SYS.																															
IGNIT. SYS.																															
LUB'N SYS.																															
ENG. STR.																															
AIRSCREW A.																															
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UNDTD																															
HAND. O.																															
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WEATHER																															
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ALG SURF.																															
OTHER																															
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PRIMARY																															
TAXIING																															
LANDING																															
TAKE-OFF																															
FLIGHT																															
STAT'RY																															
FATAL																															
INI.																															
3RD.																															
RAF																															
32																															

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE									
CAUSES OF ACCIDENTS													
UNIT * 6 E.F.T.S.		COM. 4	PLACE TEN MILES S.E OF AERODROME.		DATE 2-3-41	TIME 1100							
PRINCE ALBERT SASATCHEWAN					H.Q. FILE								
A/C TYPE TIGER MOTH	No. 4043	CRASH CAT. POSS A	SE X	ME	DAY X	NIGHT							
NAME		RANK	No.	DUTY	INJURIES		SERIOUS						
TOWNSEND, P. E.		LAC	R79641	P	SEVERELY.		FATAL						
							INJURY						
							I						
							CARD SERIAL No.						
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
TIGER	4043	SERIOUS				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
MOTH	7043/81543	SERIOUSLY.						DUAL	SOLO	DUAL	SOLO		
GYPSEY MAJOR													
SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
59		2-3-41		A.50		2-3-41							
NATURE OF ACCIDENT													

DUTY ON WHICH ENGAGED: PRACTICING

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

FORCED LANDING.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COURT OF INQUIRY

6-3-41

COMPOSITION:

10C / 40C / PSF / B / N

LOW GLIDING SPEED IN A TURN RESULTING

IN A SPIN. THE AIRCRAFT WAS FLYING AT ABOUT
3500' WHEN THE PILOT PUT THE AIRCRAFT INTO A
SPIN; SET THE CONTROLS TO COME OUT OF THE SPIN,
AND THE AIRCRAFT CAME OUT OF THE SPIN AT ABOUT
3000 FT. THE PILOT THEN ATTEMPTED TO FLATTEN OUT,
BUT THE AIRCRAFT DID NOT RESPOND.

RECOMMENDATIONS:

MORE INSTRUCTION WITH RESPECT TO SPIRALS, SPINS, AND
PARTICULARLY FLAT SPINS.

PRIMARY CAUSE:

FAILURE OF PILOT TO MAKE PROPER RECOVERY FROM A
DELIBERATE SPIN.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

THE AIRCRAFT FELL INTO A SPIRAL FOLLOWING THE SPIN
AND IN THAT MANNER LOST CONSIDERABLE HEIGHT BEFORE
RECOVERY WAS MADE TO A STRAIGHT GLIDE.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____