

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT # 5 E.F.T.S.		COM.		PLACE				DATE 7-3-41		TIME 11:05			
Lethbridge, Alta.		4		Lethbridge, Alberta.				H.O. FILE 1100-41-5					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY NIGHT			
Tiger Moth		4105		C		X				X			
NAME			RANK	NO.	DUTY	INJURIES			SERIOUS				
Jenswold K.R.			T/SGT	11272	P	Uninjured			FATAL	INJURY			
Black J.R.			LAC		PP	Uninjured.							
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Moth		4105	Slight	D14	11-3-41		INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Major		86925/7105	Nil						DUAL	SOLO	DUAL	SOLO	
SIGNAL No & DATE		UNIT No & DATE		COM. No. & DATE		REPORT		FILE		DATE			
NATURE OF ACCIDENT													

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT
 UNQTD
 PRIMARY
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNQTD
 PRIMARY
 TAXIING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 2.
 1.

DUTY ON WHICH ENGAGED:

Routine Instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Field was muddy when brakes applied the a/c skidded until a dry spot was hit, this aided the gust of wind to turn the machine up on the propeller.

PRIMARY CAUSE:

Pilot taxiing down wind, in a strong wind, in attempting to keep forward speed under control pilot applied brakes.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

While brakes were applied gust of wind lifted tail sufficiently high to catch the propeller on ground.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE: 11-3-41

COMPOSITION:

Flight Lieutenant (G.L. Gladden.)

TM/ANT/POC

RECOMMENDATIONS:

Taxi down wind with control column well forward, greater care should be taken in the use of brakes and forward speed should be kept down to a minimum.

ACTION TAKEN:

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

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____