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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.		UNDTD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UNDTD		HAND.O.		PRIMRY		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UNDTD		PRIMARY		TAKING		LANDING		TAKEOFF		FLIGHT		STATRY		FATAL		INI.		3RD.		RAF		R	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																			
CAUSES OF ACCIDENTS																																																																																																	
UNIT # 2 E.F.T.S.										COM.					PLACE six miles southwest										DATE 8-3-41					TIME 1145																																																																			
Fort William, Ont.										2					of Aerodrome										H.Q. FILE 1100-40-17																																																																								
A/C TYPE Tiger Moth										No. 4017					CRASH CAT. A					SE X					ME					DAY X					NIGHT																																																														
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Spiller, E.G.L.										IAC					R56149					P.					Uninjured					FATAL					INJURY																																																														
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																																														
T. Moth										4017					Total					D.13					10-3-41					INST.					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.																																															
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344 8-3-41										163 8-3-41																																																																																							
NATURE OF ACCIDENT																																																																																																	

DUTY ON WHICH ENGAGED:

Solo flying practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Carrying out intentional spinning practice when spin became staple and he failed to regain control THE AIRCRAFT SPUN INTO SOME TREES, WHICH BROKE THE FALL OF THE AIRCRAFT CONSIDERABBY THE PILOT WAS NOT INJURED.

PRIMARY CAUSE:

~~Obscure.~~ THE PUPIL USED THE INCORRECT METHODS OF RECOVERY TAUGHT HIM BY ~~8~~ EFTS, THAT IS HE USED OPPOSITE RUDDER AND PULLED THE STICK FORWARD CONSIDERABLY LATER, than he should have to effect recovery. He didn't give the aircraft enough opposite rudder and the time taken to remove rudder was too long to prevent correcting action to become effective.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

~~CASE EXAMINATION~~

DATE: Investigating Officer's Report.

COMPOSITION: Flying Officer D.W. Farrell.

100/AOC/PSF/B/N

RECOMMENDATIONS: Correct instruction be given to pupils from the very start of their flying training in the correct method of recovery from spins. Particular emphasis be laid to the extremely short time interval that exists between application of full opposite rudder and the moving forward of the control column, these being almost simultaneous. Instruction in

ACTION TAKEN: combined use of throttle and control column
~~(A) DISCIPLINARY (B) TECHNICAL (C) OTHER~~ in recovering from a difficult spin.

RECORDED BY

DATE

CHECKED BY

DATE