

|                                    |    |             |    |                  |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|------------------------------------|----|-------------|----|------------------|----|-------------|----|-----------------|----|-------------|----|---------------------------------|----|----------------|----|----------------------|----|-------------|----|-----------------|----|-------------------------|----|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|
| 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 # 8 S.F.T.S.<br>Moncton, N.B. |    |             |    |                  |    |             |    |                 |    | COM. 3      |    | PLACE<br>Moncton, New Brunswick |    |                |    |                      |    |             |    |                 |    | DATE 14-6-41            |    | TIME 12:30 |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| A/C TYPE<br>Anson                  |    |             |    |                  |    |             |    |                 |    | No. 6382    |    | CRASH CAT. B OFF                |    | SE             |    | ME x                 |    | DAY x       |    | NIGHT           |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| NAME<br>Houston, A.C.              |    |             |    |                  |    |             |    |                 |    | RANK<br>LAC |    | No. R77448                      |    | DUTY<br>P.     |    | INJURIES<br>Slightly |    |             |    |                 |    | SERIOUS<br>FATAL INJURY |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|                                    |    |             |    |                  |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    | I               |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|                                    |    |             |    |                  |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    | CARD SERIAL NO. |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|                                    |    |             |    |                  |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| TYPE A/F & ENGINE                  |    | No.         |    | EXTENT OF DAMAGE |    | REPORT FORM |    | SERIAL No.      |    | DATE        |    | HOURS FLOWN BY PILOTS           |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| Anson                              |    | 6382        |    | Serious          |    |             |    |                 |    |             |    | INST. NIGHT                     |    | ON TYPE        |    | TOTAL                |    | LAST 6 MOS. |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|                                    |    |             |    |                  |    |             |    |                 |    |             |    | 1:00 NIL                        |    | 12:00          |    | 67:50                |    | 67:50       |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| Cheetah                            |    | 23894/10073 |    | SERIOUS          |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| Cheetah                            |    | 15057/13266 |    | SERIOUS          |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| SIGNAL No. & DATE                  |    |             |    | UNIT No. & DATE  |    |             |    | COM. No. & DATE |    |             |    | REPORT                          |    |                |    | FILE                 |    |             |    | DATE            |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
|                                    |    |             |    | A 382 14-6-41    |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |
| NATURE OF ACCIDENT                 |    |             |    |                  |    |             |    |                 |    |             |    |                                 |    |                |    |                      |    |             |    |                 |    |                         |    |            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |

MISCELLANEOUS CAUSES  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNDTD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.

DUTY ON WHICH ENGAGED:

Circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Ran out of gas in tanks in use.  
Landed on rough ground 500 yds.  
from runway.

PRIMARY CAUSE: Carelessness  
Forgot to change tanks.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Crashed on forced landing of  
on undeveloped part of aero  
drome

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

DATE:

Monthly Accident Return.

COMPOSITION:

LFM/ROP/PCDE/ES/PA/PC/L

RECOMMENDATIONS:

Pupil's log book endorsed. Given 14  
days fatigue duty on gasoline refuelling  
tender and 14 days restricted privileges.

ACTION TAKEN:

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

RECORDED BY

DATE

CHECKED BY

DATE