

TYPE OF A/C		CAUSES OF ACCIDENTS				ENGINE FAILURE						
		PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE				
UNIT # 1 E.F.T.S.		COM. 1		PLACE 3 miles North of Malton, 3rd. concession		DATE 20-6-43		TIME 09:50				
Malton, Ontario.				Malton, 3rd. concession		H.Q. FILE 1700-4386						
A/C TYPE Tiger Moth		No. 4386		CRASH CAT. A.		SE <input checked="" type="checkbox"/> ME		DAY <input checked="" type="checkbox"/> NIGHT				
NAME		RANK	No.	DUTY	INJURIES			SERIOUS				
Miller, R.H.		LAC	R67244	P.	Killed			FATAL	INJURY			
								1				
								CARD SERIAL NO.				
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
T. Moth	4386	Total						DUAL	SOLO	DUAL	SOLO	
								11:15	11:30	11:15	11:30	
G. Major	87206/7386	Total										
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE				
		ET133 206-41										
NATURE OF ACCIDENT												

MISCELLANEOUS CAUSES
 FLIGHT STAGE OF
 TAKE-OFF
 FLIGHT
 STATRY
 INJURY
 3RD.
 RNF
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 AL-G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 INJURY
 3RD.
 RNF

DUTY ON WHICH ENGAGED:

Forced landings and steep turns.
Practising sequences 15 & 17.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft struck ground head on and
burned. The pilot while doing a steep
turn lost control. The a/c went into
an incipient spin from which it did not
recover. The a/c struck the ground
head-on and was completely demolished
and burned.

PRIMARY CAUSE:

An incipient spin from a steep turn
from which he failed to recover.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The aircraft struck the ground
was demolished and burned.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

10C/AOC/PSE/B/N

DATE:

Monthly Accident Return.

COMPOSITION:

COURT OF INQUIRY 20-6-41

President - S/L O'Farrell, G.F.P.

Member - F/L Krug, K.E.

Member - F/O Vyvyan, B.L.

RECOMMENDATIONS:

M.A.R. An insert was made in Station Standing

Orders as follows: "Steep turns must not
be attempted or taught below a height of
2000! No dis

C of I That in early stages of solo the Pupil
should not be allowed to fly too much solo without
ACTION TAKEN:

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

C.A.P. 100 amended: "Steep turns are not to be
carried out by pupil pilots flying solo at heights
lower than 3000 feet above ground level."

RECORDED BY

DATE

CHECKED BY

DATE