

32	JU	TECH.	DISOB.	NEG/NC	INEXP/NC	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUP/N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PRIMARY	31
1	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	33	
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
TYPE OF ENGINE		CAUSES OF ACCIDENTS																				MISCELLANEOUS											
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		SERIOUS		FATAL		INJURY		CARD SERIAL NO.															
18 E.F.T.S.		No. 4		10 MI. EAST OF AERODROME		27-7-41		1130		1100-42-70		2		2																			
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																					
TIGER MOTH		4270		A		X				X																							
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.																	
WILLIAMS, F.C.		SGT		R85028		FI		SEVERELY INJURED		2																							
NELSON, H.P.		LAC		R101156		PP		SEVERELY INJURED																									
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.											
TIGER MOTH		4270		TOTAL								FI						DUAL SOLO		DUAL SOLO		6											
GYPSY MJR		87092/7270		SERIOUS								PP						37 451		14 7													
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL											
A 20		27-7-41										Landing		Take-off		Flight		Statry		Fatal		Inj.											
CATEGORY		NATURE OF ACCIDENT																				MISCELLANEOUS											
D																						C											
1																						2											
2																						3											
3																						4											
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DUTY ON WHICH ENGAGED:

FLYING TRAINING

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT APPARENTLY STALLED AND DIVED
ALMOST STRAIGHT INTO THE GROUND

PRIMARY CAUSE:

Error in judgment of Instructor
in not taking over controls soon
enough in spin

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft spun into ground

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: 30-8-41

COMPOSITION:

F/O R.W.R. DAY

10C/AOC/PSF/E/N

RECOMMENDATIONS:

THAT IT AGAIN BE IMPRESSED ON ALL FLYING PERSONNEL
THE NECESSITY OF COMPLETING SPINS AND AEROBATICS ABOVE
3000 FEET.

ACTION TAKEN:

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

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____