

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 1 E.F.T.S.										COM.		PLACE Malton Aerodrome, Ontario.										DATE 21-10-41		TIME 11:50											
Malton, Ontario.										1		Malton Aerodrome, Ontario.										H.Q. FILE 1100-43-93													
A/C TYPE Tiger Moth										No. 4393		CRASH CAT. C 5		SE x		ME		DAY x		NIGHT															
NAME										RANK		No.		DUTY		INJURIES						SERIOUS													
Lawton, M.A.										LAC		1383812 P.				Uninjured.						FATAL INJURY													
																				CARD SERIAL NO.															
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS															
T. Moth										4393		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.									
G. Major																		---		33 28		33 28													
SIGNAL No & DATE										UNIT No. & DATE										COM. No & DATE										REPORT		FILE		DATE	
A 90										21-10-41																									
NATURE OF ACCIDENT																																			

MISCELLANEOUS CAUSES
 MISC. HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 3RD.
 5th

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

TYPE OF ACCIDENT
 TYPE OF ENGINE
 CATEGORY

JU.
 TECH.
 DISOB.
 NEG INCE
 INEXP NCE
 MISCEL.
 INSTRUCT.
 FLT. CONTR.
 OTHERS
 PRIMARY
 FL. CONTR.
 MOV. SURFS.
 STAB. SURFS.
 W. STRUTS
 LAND SEAR
 FLOATS
 FUSE OR HULL
 TAIL SKID OR W.
 ENGINE MOUNT
 MISCEL.
 UNCD TD
 PRIMARY
 FUEL SYS.
 COOL SYS.
 IGNIT. SYS.
 LUB'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG. COPTS.
 MISCEL.
 UND TD
 PRIMARY

19
 18
 17
 16
 15
 14
 13
 12
 11
 10
 9
 8
 7
 6
 5
 4
 3
 2
 1

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Authorized to practice sequences 6,

OR COMMANDING OFFICER'S REPORT:

7, 8, 15, 17, 22.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

While taxiing to lee side of field downwind, started to turn. Wind on keel surface and elevators swung aircraft quickly, lifting tail and touching left wing tip - the aircraft went over onto back.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Carelessness in that corrective made too slowly.

ACTION TAKEN:

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

Partial carelessness on the part of the pupil in turning from down wind to cross wind without sufficient care when wind was 20 M.P.H. Pupil was Flight Senior. Reduced to L.A.C. New Flight Senior appointed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Landed tail first with wheels striking a fraction later, causing bolts to shear at the engine bearers.

RECORDED BY

DATE

CHECKED BY

DATE