This is a punch-card style accident record with numbered columns (32 down to 1) across the top edge and (1 to 32) across the bottom edge, with lettered/numbered edge markings.

Top edge columns: 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

Left edge (TYPE OF A/C / TYPE OF ENGINE / CATEGORY):
32 JU. / TECH. / DISOB. / NEG'NCE / INEXP'NCE / MISCEL. / INSTRUCT. / FLT. CONTR. / OTHERS / PRIMARY / FL. CONTS. / 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. / LUB'N SYS. / ENG. STR. / AIRSCREW A. / ENG. CONTS. / MISCEL.

CAUSES	OF	ACCIDENTS
PILOT	OTHERS	AIRFRAME FAILURE — ENGINE FAILURE

UNIT 32 E.F.T.S. Swift Current	COM. 4	PLACE Aerodrome. Swift Current	DATE 15-11-41	TIME 12:15
			H.Q. FILE 1100-50-24	

A/C TYPE Tiger Moth	NO. 5024	CRASH CAT. B	SE X	ME	DAY	NIGHT X

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
Nicholson, W.J.A.	LAC	1091718	P.	Uninjured.	FATAL / INJURY
					CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.
T. Moth	5024	Serious				NIL	NIL	13	2	13	2	
G. Major	7546	SERIOUS										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 112 15-11-41					

NATURE OF ACCIDENT

Right edge (MISCELLANEOUS CAUSES / STAGE OF FLIGHT):
PRIMARY / HAND Q. / INSTS. / WEATHER / DRKNS. / AL'G SURF. / OTHER / UND'TD / PRIMARY / TAXYING / LANDING / TAKE-OFF / FLIGHT / STAT'RY / FATAL / INJ. / 3RD. / INJURY / RAF

Bottom edge columns: 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

DUTY ON WHICH ENGAGED:

Solo practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Coming in to land, starboard wing
caught slipstream of another aircraft
taking off causing it to bounce -
pilot opened throttle to take off
again but aircraft stalled, hit wing
and bounced onto nose with considerable
force.

PRIMARY CAUSE:

Error in judgment by inexperienced pilot,
AIRCRAFT CAUGHT IN THE SLIPSTREAM OF ANOTHER AIRCRAFT
WHILE LANDING.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT STALLED, HIT ONE WING AND BOUNCED ONTO
ITS NOSE.

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

R170

DATE:

COMPOSITION: $LM/\exists NT/I^{r}SJ/XM$

RECOMMENDATIONS:

NIL

ACTION TAKEN:
(A) DISCIPLINARY   (B) TECHNICAL   (C) OTHER

NIL

RECORDED BY	DATE
CHECKED BY	DATE