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|---------------------|-------|--------|---------|------------------|---------|-------------|------------|-----------------|---------|------------|-----------|------------------------|----------|-----------|--------|--------------|-----------------|-----------------|---------|----------------------|---------|-----------|-----------|-------------|------------|-----------|-------------|--------------|---------|----------------|--|--|--|--|--|--|--|--|--|
| 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 | | | | | | | | | |
| JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT CONTR. | OTHERS | PRIMARY | FL CONTRS. | MOV SURFS | STAB SURFS | W STRUTS | LAND GEAR | FLOATS | FUSE OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UNDTD | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UNDTD | | | | | | | | | |
| 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 | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT #1 E.F.T.S. | | | | | | | | COM. | | | | PLACE MALTON, AIRDROME | | | | | | | | DATE 11-12-41 | | | | TIME 1030 | | | | | | | | | | | | | | | |
| MALTON, ONTARIO. | | | | | | | | #1 | | | | MALTON, AIRDROME | | | | | | | | H.Q. FILE 1100-43-76 | | | | | | | | | | | | | | | | | | | |
| A/C TYPE TIGER MOTH | | | | | | | | No. 4376 | | | | CRASH CAT. "C7" | | | | SE X | | ME X | | DAY X | | NIGHT X | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | |
| HOWARD, T.W. | | | | | | | | LAC | | R115369 | | 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 | | 4376 | | Slight | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | |
| G. Major | | ----- | | Slight | | | | | | | | ----- | | 11 :25 | | 11 :25 | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | |
| A125 | | | | 11-12-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

PRIMARY

HAND O.

INSTS.

WEATHER

DRKNS.

A/G SURF.

OTHER

UNDTD

PRIMARY

TAXING

LANDING

TAKE-OFF

FLIGHT

STAT BY

FATAL

INJ.

3RD.

S.

RAF

W.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RL70

SEQUENCE II

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

LH/1997

**ON FIRST SOLO FLIGHT MADE CIRCUIT OF
AERODROME AND APPROACHED TO LAND. LEVELLED
OFF HIGH AND SETTLED VERY HEAVILY STRAINING
THE FRONT OF THE FUSELAGE ON THE RIGHT SIDE
DISTORTING THE FIRE WALL AND SHEARING CENTER
SECTION BOLT.**

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

**Error of judgment in that he
levelled off too high.**

ACTION TAKEN:

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

**More dual instruction on judgment of height on
landings. Pupil paraded, instructed and admonished.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**The aircraft settled heavily on
undercarriage shearing centre section
belts.**

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____