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|--------------------|-----|----|-------|----|--------|----|---------|----|-----------|----|---------|----|-----------|----|-------------|----|--------|-----------------|---------|----|-------------|----|------------|----|-------------|----|-----------|----|------------|----|--------|----|---------------|----|-----------------|----------------------|---------------|----|---------|----|-------|----|---------|----|-----------|---|-----------|---|-------------|---|------------|---|----------|----------------|-------------|---|--------------|---|---------|---|-------|---|---------|----|---------|----|--------|----|---------|----|--------|------------|------------|----|-------|----|-------|----|---------|----|---------|----|---------|---|----------|---|--------|---|---------|-----------------|-------|---|------|---|------|---|---|---|--|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 32 | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG NCE | 28 | INEXP NCE | 27 | MISCEL. | 26 | INSTRUCT. | 25 | FLT. CONTR. | 24 | OTHERS | 23 | PRIMARY | 22 | FL. CONTRS. | 21 | MOV SURFS. | 20 | STAB SURFS. | 19 | W. STRUTS | 18 | LAND. GEAR | 17 | FLOATS | 16 | FUSE. OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UNDTD | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUB'N SYS. | 6 | ENG STR. | 5 | AIRSCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UNDTD | 1 | PRIMARY | 19 | HAND Q. | 18 | INSTS. | 17 | WEATHER | 16 | DRKNS. | 15 | AL'G SURF. | 14 | OTHER | 13 | UNDTD | 12 | PRIMARY | 11 | TAXYING | 10 | LANDING | 9 | TAKE-OFF | 8 | FLIGHT | 7 | STATORY | 6 | FATAL | 5 | INJ. | 4 | 3RD. | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | | | | | | | | | OTHERS | | | | | | | | | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT | | | | | | | | | | | | | | | | | | COM. | | | | | | | | | | | | | | | | | | PLACE | | | | | | | | | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | TIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 E.F.T.S. | | | | | | | | | | | | | | | | | | # 1 | | | | | | | | | | | | | | | | | | 7 miles N.E. Airrome | | | | | | | | | | | | | | | | | | 16-1-42 | | | | | | | | | | | | | | | | | | 1005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oshawa, Ontario | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H.Q. FILE | | | | | | | | | | | | | | | | | | 1100-4976 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | | | | | | | | | | | | | | | | | No. | | | | | | | | | | | | | | | | | | ORIGIN GAT. | | | | | | | | | | | | | | | | | | SE | | | | | | | | | | | | | | | | | | ME | | | | | | | | | | | | | | | | | | DAY | | | | | | | | | | | | | | | | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tiger Moth | | | | | | | | | | | | | | | | | | 4976 | | | | | | | | | | | | | | | | | | "A" | | | | | | | | | | | | | | | | | | X | | | | | | | | | | | | | | | | | | X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | | | | | | | | | RANK | | | | | | | | | | | | | | | | | | No. | | | | | | | | | | | | | | | | | | DUTY | | | | | | | | | | | | | | | | | | INJURIES | | | | | | | | | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Duncanson, D.A. | | | | | | | | | | | | | | | | | | LAC | | | | | | | | | | | | | | | | | | R99889 | | | | | | | | | | | | | | | | | | 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 | | | | | | | | | | | | | | | | | | 4976 | | | | | | | | | | | | | | | | | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | INST. NIGHT | | | | | | | | | | | | | | | | | | ON TYPE | | | | | | | | | | | | | | | | | | TOTAL | | | | | | | | | | | | | | | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | |
| G.mMajor | | | | | | | | | | | | | | | | | | 7478 | | | | | | | | | | | | | | | | | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DUAL SOLO | | | | | | | | | | | | | | | | | | DUAL SOLO | | | | | | | | | | | | | | | | | | 21 18 | | | | | | | | | | | | | | | | | | 21 18 | | | | | | | | | | | | | | | | | |
| M.K. 1-C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | | | | | | | | | COM. No. & DATE | | | | | | | | | | | | | | | | | | REPORT | | | | | | | | | | | | | | | | | | FILE | | | | | | | | | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A25&6 | | | | | | | | | | | | | | | | | | 16-1-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES

FLIGHT STAGE

DUTY ON WHICH ENGAGED:

Solo practice on sequences 6,7,9,10
15 and 17.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S
"REPORT"

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 19-1-42 & 22-1-42

COMPOSITION:

ILFM/AOC/P-2/P-4/P-10/P-11/P-12/P-13/P-14/P-15/P-16/P-17/P-18/P-19/P-20/P-21/P-22/P-23/P-24/P-25/P-26/P-27/P-28/P-29/P-30/P-31/P-32/P-33/P-34/P-35/P-36/P-37/P-38/P-39/P-40/P-41/P-42/P-43/P-44/P-45/P-46/P-47/P-48/P-49/P-50/P-51/P-52/P-53/P-54/P-55/P-56/P-57/P-58/P-59/P-60/P-61/P-62/P-63/P-64/P-65/P-66/P-67/P-68/P-69/P-70/P-71/P-72/P-73/P-74/P-75/P-76/P-77/P-78/P-79/P-80/P-81/P-82/P-83/P-84/P-85/P-86/P-87/P-88/P-89/P-90/P-91/P-92/P-93/P-94/P-95/P-96/P-97/P-98/P-99/P-100

F/O

I.J. SANKEY

(C-3782)

RECOMMENDATIONS:

Sufficient forced landing practice fields
should be authorized at this station.

PRIMARY CAUSE:

~~Failure of pilot to see power line.~~

ACTION TAKEN:

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

More rigid regulations re forced landing areas.

17

17. Forced Landing

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft hit power line and crashed~~

26

Engine trouble - accident

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____