

32	JUL	TECH.	DISOB.	NEG'VE	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.	UND'TD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALIG SURF.	OTHER	UND'TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STAGE OF FLIGHT	FATAL	INI.	3RD.	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.
TYPE OF ACCIDENT																																																																													
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																															
CAUSES OF ACCIDENTS																																																																													
UNIT 6 E.F.T.S.										COM. 2					PLACE 5 miles N. Meath Park Sask.										H.O. FILE 1100-42-7		DATE 28/2/42		TIME 1100																																																
TYPE Tiger Moth										No. 4207					CRASH CAT. A					SE X		ME X		DAY X		NIGHT																																																			
NAME Hood J.M.										RANK LAC		NO. R129158		DUTY S.P.		INJURIES Severely injured										SERIOUS		FATAL		INJURY 1																																															
																														CARD SERIAL NO.																																															
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																			
TigerMoth 4207										Total					Slight											INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																											
Gypsy 81533/7033																										7		2		32 21		32 21																																													
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT		FILE		DATE																																																					
A-179 28-2-42																																																																													
NATURE OF ACCIDENT																																																																													

DUTY ON WHICH ENGAGED:

Practicing spinning.
(Aerobatics and spins)

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

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 2.3.42.

COMMANDING OFFICER'S REPORT.

COMPOSITION:

Sqdn/Ldr.

A.T. Chesson

RECOMMENDATIONS:

Failure to recover from spin.
LAC Hood, J.M. left the Aerodrome on
an authorized solo flight to practice
Aerobatics and spins. His aerobatics
were commenced at six thous and feet
and were completed at four thousand feet,
after which he commenced an intentional

~~primary cause spin.~~
The Pilot became confused and
possibly excited, and during further
attempts to effect a recovery, Aircraft
assumed a flat spin and struck the
ground.

Nil

ACTION TAKEN:

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

Primary Cause:- *19. Out of control*
Pupil pilot took incorrect procedure of
recovery while aircraft assumed a flat
spinning attitude.

R170- Instructors to emphasize more freely the
danger of an aircraft spinning in the opposite
direction should the rudder not be centralized
after the aircraft has stopped rotating.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft assuming flat spin struck
the ground.~~

RECORDED BY

DATE

CHECKED BY

DATE