

32 1 P	31 2 J.U.	30 3 TECH.	29 4 DISOB.	28 5 NEG/NCE	27 6 INEXP/NCE	26 7 MISCEL.	25 8 INSTRUCT.	24 9 FLT. CONTR.	23 10 OTHERS	22 11 PRIMARY	21 12 FL. CONTR.	20 13 MOV. SURFS.	19 14 STAB. SURFS.	18 15 W. STRUTS	17 16 LAND GEAR	16 17 FLOATS	15 18 FUSE OR HULL	14 19 TAIL SKID OR W.	13 20 ENGINE MOUNT.	12 21 MISCEL.	11 22 UND/TD	10 23 PRIMARY	9 24 FUEL SYS.	8 25 COOL. SYS.	7 26 IGNIT. SYS.	6 27 LUB'R. SYS.	5 28 ENG. STR.	4 29 AIRSCREW A.	3 30 ENG. CONTR.	2 31 MISCEL.	1 32 UND/TD
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	TYPE OF ACCIDENT		PILOT		OTHERS		AIRFRAME FAILURE											ENGINE FAILURE											MISCELLANEOUS		
CAUSES OF ACCIDENTS																															
UNIT 34 E.F.T.S.				COM.				PLACE Sask.				DATE 5-8-42				TIME 1650				MISCELLANEOUS											
Assiniboia, Sask.				# 4				4 mi. North of Ormiston,				H.Q. FILE 1100-11-47				MISCELLANEOUS															
A/C TYPE Tiger Moth				No. 1147				CRASH CAT. A				SE X		ME X		DAY X		NIGHT		MISCELLANEOUS											
NAME				RANK		No.		DUTY		INJURIES				SERIOUS				MISCELLANEOUS													
Christie, E.				LAC		1408755		PP		Slightly injured.				FATAL		INJURY		MISCELLANEOUS													
																1		MISCELLANEOUS													
																CARD SERIAL No.		MISCELLANEOUS													
CATEGORY	TYPE OF ENGINE	TYPE OF A/C	TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										STAGE OF FLIGHT						
			T. Moth		1147		Totally								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.								
			G. Major		85812/2205		Seriously								4		-		19 25		19 25										
			SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE														
			A 37		6-8-42.																										
NATURE OF ACCIDENT																															

MISCELLANEOUS
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY

DUTY ON WHICH ENGAGED:

Practice aerobatics and steep turns.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot attempted a steep turn at 1000 feet in which he became inverted and spin developed from which he could not recover.

PRIMARY CAUSE:

Inexperience.

19. Out of control

19

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft spun into ground.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

DATE: 13th August, 1942.

COMPOSITION:

S/L A.J. Blackwell No.34 E.F.T.S.
P/O A.R. Gerskowski AFM No.34 E.F.T.S.

RECOMMENDATIONS:

Nil *1100/1100/205/10/10*

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

Inability of pupil pilot to recover control when aircraft inadvertently went into a spin below 1000 feet.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____