

32 1	31 2	30 3	29 4	28 5	27 6	26 7	25 8	24 9	23 10	22 11	21 12	20 13	19 14	18 15	17 16	16 17	15 18	14 19	13 20	12 21	11 22	10 23	9 24	8 25	7 26	6 27	5 28	4 29	3 30	2 31	1 32																																																																				
TECH.		DISOB.		NEG'NCE		INEXP'NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTR.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND. GEAR		FLOATS		FUSE. OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UND'TD		PRIMARY		FUEL SVS.		COOL SVS.		IGNIT. SVS.		LUB'N SVS.		ENG. STR.		AIRSCREW A.		ENG. CONTR.		MISCEL.		UND'TD																																									
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																					
CAUSES OF ACCIDENTS																																																																																																			
UNIT										COM.										PLACE										DATE										TIME																																																											
15 E.F.T.S.										# 4										Main Aerodrome										26-10-42										1135																																																											
Regina, Sask.																														H.Q. FILE										1100-41-42																																																											
A/C TYPE										No.										CRASH CAT.										SE										ME										DAY										NIGHT																																							
Tiger Moth										4142										C-2										X										X																																																											
NAME										RANK										No.										DUTY										INJURIES										SERIOUS																																																	
Miskew, B.										LAC										R150982										PF										Seriously										FATAL										INJURY																																							
																																																		1																																																	
																																																		CARD SERIAL NO.																																																	
TYPE A/F & ENGINE										No.										EXTENT OF DAMAGE										REPORT FORM										SERIAL No.										DATE										HOURS FLOWN BY PILOTS																																							
T. Moth										4142										Seriously																																								INST. NIGHT										ON TYPE										TOTAL										LAST 6 MOS									
G. Major										7212/87062										Slightly																																																		DUAL SOLO										DUAL SOLO																			
SIGNAL No & DATE										UNIT No. & DATE										COM. No. & DATE										REPORT										FILE										DATE																																																	
364										26-10																																																																																									
NATURE OF ACCIDENT																																																																																																			
19 1	18 2	17 3	16 4	15 5	14 6	13 7	12 8	11 9	10 10	9 11	8 12	7 13	6 14	5 15	4 16	3 17	2 18	1 19	32 20	31 21	30 22	29 23	28 24	27 25	26 26	25 27	24 28	23 29	22 30	21 31	20 32																																																																				
CATEGORY		TYPE OF ENGINE		TYPE OF A/C		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		HAND Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UND'TD		PRIMARY		TAXIING		LANDING		TAKEOFF		FLIGHT		STATRY		FATAL		INJ.		3RD		5		RAE		2																																																					

DUTY ON WHICH ENGAGED:

Landing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-11

INVESTIGATING OFFICER'S REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Landed cross wind checking drift.
Failed to straighten aircraft
before wheels touched ground
causing aircraft to turn over on
its back.

DATE: 27-10-42

COMPOSITION:

F/L I. Somerville, (C4799) No. 15 E.F.T.S.

LS / PS HD

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Error of judgment on part of student,
in failing to correct for drift.~~

Others

(7)

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

Bad landing by pupil resulting in ground loop.
See Accident Summary No. 624 Re/ Note: Conclusions
of A.I.B.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft turned over.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____