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|---------------------|-----|--------|-------|------------------|--------|----|----------|----|-----------|----|---------|-----------------|-----------|------------------|-------------|----------------|--------|---------------------|---------|------|-------------|-----------------------|-------------|--------|--------------|---------|-----------|-------|------------|----------------------|--------|--------|--------------|-------------|-----------------|-----------|--------------|----|---------|----|--------|----|---------|----|-----------|----|-----------|----|-------------|----|------------|----|-----------|----|-------------|----|--------------|----|---------|----|-----|----|---------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 32 | JUL | 31 | TECH. | 30 | DISOB. | 29 | NEG INCE | 28 | INEX/INCE | 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 | UND/TD | 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 | UND | 1 | PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 34 E.F.T.S. | | | | | | | | | | | | COM. | | | | | | PLACE | | | | | | | | | | | | DATE 29-10-42 | | | | | | TIME 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assiniboia, Sask. | | | | | | | | | | | | # 4 | | | | | | RLG Lethburn, Sask. | | | | | | | | | | | | H.Q. FILE 1100-11-69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Tiger Moth | | | | | | | | | | | | No. 1169 | | | | | | CRASH CAT. D 21 | | | | | | SE X | | ME | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | | | RANK | | No. | | DUTY | | INJURIES | | | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford, T.S. | | | | | | | | | | | | SGT | | 1385150 | | FI | | Nil | | | | | | | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newell, F.R. | | | | | | | | | | | | LAC | | 1323080 | | PP | | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T. Moth | | | | | | | | | | | | 1169 | | Slightly | | | | | | | | INST. | | NIGHT | | ON TYPE | | | | TOTAL | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. Major | | | | | | | | | | | | 2227/058 | | Slightly | | | | | | | | 33 | | 27 | | 64 | | 136 | | 151 | | 237 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 6 | | 3 | | 27 | | 32 | | 27 | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | | | UNIT No. & DATE | | | | | | COM. No. & DATE | | | | | | REPORT | | | | | | FILE | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A 63 | | | | | | | | | | | | 29-10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

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

DUTY ON WHICH ENGAGED:

Dual instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft hit wires coming into land at the relief landing ground causing damage to front of fuselage engine feet and bearers and propellor.

DATE:

COMPOSITION:

*20
LEO / PSU*

R.170

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Lack of judgment on instructor's part in undershooting.~~

Collisions Abstructions

ACTION TAKEN:

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

Instructor is being tested for suitability. Log book endorsed.

22

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~1/2 hit telephone wires~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____