

32 JUL	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																		
1 P	2 TECH.	3 DISOB.	4 NEG NCE	5 INEXP NCE	6 MISCEL.	7 INSTRUCT.	8 FLT. CONTR.	9 OTHERS	10 PRIMARY	11 FL. CONTR.	12 MOV. SURFS.	13 STAB. SURFS.	14 W. STRUTS	15 LAND GEAR	16 FLOATS	17 FUSE OR HULL	18 TAIL SKID OR W.	19 ENGINE MOUNT.	20 MISCEL.	21 UND TD	22 PRIMARY	23 FUEL SYS.	24 COOL SYS.	25 IGNIT. SYS.	26 LUBN. SYS.	27 ENG. STR.	28 AIRSCREW A.	29 ENG. CONTRS.	30 MISCEL.	31 UND TD	32 PRIMARY																		
1 A	2 C	3 A	4 C	5 A	6 C	7 A	8 C	9 A	10 C	11 A	12 C	13 A	14 C	15 A	16 C	17 A	18 C	19 A	20 C	21 A	22 C	23 A	24 C	25 A	26 C	27 A	28 C	29 A	30 C	31 A	32 C																		
1 D	2 C	3 B	4 A	5 C	6 B	7 A	8 C	9 B	10 A	11 C	12 B	13 A	14 C	15 B	16 A	17 C	18 B	19 A	20 C	21 B	22 A	23 C	24 B	25 A	26 C	27 B	28 A	29 C	30 B	31 A	32 C																		
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																	
CAUSES OF ACCIDENTS																																																	
UNIT 5 B.F.T.S				COM.		PLACE				DATE 30-10-42		TIME 1045																																					
High River, Alta.				# 4		3 miles S. of Aerodrome				H.Q. FILE		1100-58-58																																					
A/C TYPE Tiger Moth				No. 5858		CRASH CAT. A		SE X		ME		DAY X		NIGHT																																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																			
Hoffart, H.J.				SGT		9724		P.		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		5858		Totally								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																															
C. Moth		7695/8555		Totally								-		15 1		15 1																																	
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																																	
T 310				30-10																																													
NATURE OF ACCIDENT																																																	
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
1	2	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

MISCELLANEOUS CAUSES

HAND O.  
 INSTS.  
 WEATHER  
 DRKS.  
 ALG SURF.  
 OTHER  
 UND TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.

DUTY ON WHICH ENGAGED:

Day routine training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

CRIME CONTINUED

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 30-10-42.

At 600' pupil made a climbing turn to the left. Aircraft was observed to be losing height. A/C seemed to dive to the ground, making two turns to the left from a height of about 300 feet.

COMPOSITION:

F/L K.W. Hinds (81921) No. 31 E.F.T.S.  
F/O E.P.W. Marriott, (67619) No. 31 E.F.T.S.  
P/O J.R.C. Bishop (J12087) No. 5 E.F.T.S.  
D.K. Yorath No. 5 E.F.T.S.

RECOMMENDATIONS:

Nil

*00C/20C/13 F/2/2*

PRIMARY CAUSE:

~~Error of judgment on the part of an inexperienced pupil.~~

*Out of Control*

(14)

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER --- Nil.

Conclusions of A.I.B.: Pupil pilot of doubtful ability, lost control of his a/c shortly after his fourth take-off on his second solo flight. While the reason for losing control remains obscure, it is considered this pupil lacked ability, probably due to inexperience to cope with the situation that he found himself in after making a climbing turn at 600 feet.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Subsequent stall and spin.~~

RECORDED BY

DATE

CHECKED BY

DATE