0	PILOT	OTHERS	ALES RELICITIES				AHUL OR ME	Ser 140 S	elwegt Elwegt	60 6 6 ENG		STS STO		Wiscring Strike
PEOFA/	UNIT & REPA	IR DEPOT	С Сом. 2	A U S E	E	•	E.F.T.S.		DATE H.Q.	4-11	-42 1100-5	TIME 1	815	VANO. VANO. VANO. VANO. VANO. VANO.
ΤY	A/C TYPE TIGER	Мотн		No.	5815		CRASH CAT.	C l	SE	Х МЕ		AY	NIGHT	1 S WE
_		NAME		SGT 4	No. 115 029	DUTY P	UNINJUR	I N J U	RIES		F	SERI	OUS	A C C SOR
PE OF ENGINE												CAI SERIA		Z CHEN
ΤŸ	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT	SERIAL No.	DAT	E	но	URS FL	OWN E		TAL	- 	1 1 1/37
GORY	T. MOTH G. MAJOR	5815 717	SLIGHT NIL				INST.	NIGHT	DUAL	SOLO	DUAL	SOLO	LAST 6 MOS.	T A CHT
CATEGO	SIGNAL NO	D.& DATE	UNIT NO. & D	ATE		No. & E	DATE	REPOR	?Т	Fi	LE	D	ATE	THE STATE OF THE S

j.	· · · · · · · · · · · · · · · · · · ·)))))))))))
)	DUTY ON-WHICH ENGAGED: Ferrying aircraft from Winnipeg to new allottment at Fort William.	COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: D.14.	
1	NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE: /)
)	Tiger Moth 5815 landed too close	COMPOSITION)
)	to boundary field lights. Pilot did not realize that they were	LU/PSU)
)	so high and in doing so caught the	•	
)	leading edge of the STBD mainplane	Nil.)
.)	and tailplane.	MTT.)
1	PRIMARY CAUSE:)
	Error of judgment on part of pilot		3
)	in landing too close to boundary		1
)	light.	A OTTON TAYEN)
}	6 COLLISIONS	ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER)
)	6.	Nil.	1
ì	f		
,	$f_{m{arphi}}$,
1	CERCURARY CAUGE OR CONTRIBUTING FACTORS		
)	SECONDARY CAUSE OR CONTRIBUTING FACTORS: Flight Leader miscalculated E.T.A.		,
)	Flight Leader should have cancelled	RECORDED BY DATE	
)	flight plan. Boundary lights too high.)
)	R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41	CHECKED BY DATE)
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