

TYPE OF A/C		CAUSES OF ACCIDENTS										ENGINE FAILURE		MISCELLANEOUS CAUSES STAGE OF FLIGHT
PILOT		OTHERS		AIRFRAME FAILURE										
UNIT		COM.		PLACE			DATE		TIME			H.Q. FILE		
A/C TYPE		No.		SE			ME		DAY		NIGHT			
NAME		RANK		No.		DUTY		INJURIES			SERIOUS			
FATAL		INJURY		CARD SERIAL No.										
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS		
INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.						
DUAL		SOLO		DUAL		SOLO								
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE				
NATURE OF ACCIDENT														

35 E.F.T.S. Neepawa
 # 2
 1 1/2 miles west of Rossburn junction.
 11-2-43 1710
 1100-38-59
 Tiger Moth 3859 C
 X X
 Millett, S.J. LAC 1231310 PP Nil
 T. Moth 3859 Slight
 G. Major 268813/85928 Nil.
 A 94 12-2

CATEGORY: 1 D, 2 C, 3 B, 4 A, 5 A, 6 R, 7 1, 8 2, 9 1, 10 2, 11 1, 12 2, 13 1, 14 2, 15 1, 16 2, 17 1, 18 2, 19 1, 20 2, 21 1, 22 2, 23 1, 24 2, 25 1, 26 2, 27 1, 28 2, 29 1, 30 2, 31 1, 32 2, 33 1

TYPE OF A/C: 1 11, 2 10, 3 9, 4 8, 5 7, 6 6, 7 5, 8 4, 9 3, 10 2, 11 1, 12 2, 13 1, 14 2, 15 1, 16 2, 17 1, 18 2, 19 1, 20 2, 21 1, 22 2, 23 1, 24 2, 25 1, 26 2, 27 1, 28 2, 29 1, 30 2, 31 1, 32 2, 33 1

TYPE OF ENGINE: 1 11, 2 10, 3 9, 4 8, 5 7, 6 6, 7 5, 8 4, 9 3, 10 2, 11 1, 12 2, 13 1, 14 2, 15 1, 16 2, 17 1, 18 2, 19 1, 20 2, 21 1, 22 2, 23 1, 24 2, 25 1, 26 2, 27 1, 28 2, 29 1, 30 2, 31 1, 32 2, 33 1

NATURE OF ACCIDENT: 1 32, 2 31, 3 30, 4 29, 5 28, 6 27, 7 26, 8 25, 9 24, 10 23, 11 22, 12 21, 13 20, 14 19, 15 18, 16 17, 17 16, 18 15, 19 14, 20 13, 21 12, 22 11, 23 10, 24 9, 25 8, 26 7, 27 6, 28 5, 29 4, 30 3, 31 2, 32 1, 33 2

CATEGORY: 1 32, 2 31, 3 30, 4 29, 5 28, 6 27, 7 26, 8 25, 9 24, 10 23, 11 22, 12 21, 13 20, 14 19, 15 18, 16 17, 17 16, 18 15, 19 14, 20 13, 21 12, 22 11, 23 10, 24 9, 25 8, 26 7, 27 6, 28 5, 29 4, 30 3, 31 2, 32 1, 33 2

DUTY ON WHICH ENGAGED:

Solo practice and turns.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C climbed to 4000' commenced gliding turn when engine stopped, could not restart his engine. Forced landed in field and nosed over.

DATE:

COMPOSITION:

D-14
FB/AOP/ROD/ES/MC/PII/L

RECOMMENDATIONS:

All instructors to impress on pupils the possibility of propellor stopping when gliding too slowly or stalling, particularly if the engine has a rather slow tick over.

PRIMARY CAUSE:

~~25. Inexperience.~~

17 Forced Landing

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pupil gliding too slowly, propellor stopped.~~

16 Engine Trouble - Accident

RECORDED BY

DATE

CHECKED BY

DATE