

CATEGORY	TYPE OF ENGINE	TYPE OF A/C	NATURE OF ACCIDENT												STAGE OF FLIGHT	MISCELLANEOUS CAUSES															
			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
			CAUSES OF ACCIDENTS																												
			UNIT 20 E.F.T.S. Oshawa			COM. 1			PLACE Low flying area						DATE 28-3-43		TIME 1200														
			A/C TYPE Tiger Leth 82C			No. 8991			CRASH CAT. "C"2 1/2		SE X		ME		DAY X		NIGHT														
			NAME Groves, D.W.			RANK F/S		No. R137171		DUTY P		INJURIES Nil				SERIOUS FATAL INJURY															
																CARD SERIAL No. 4															
			TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																
			Gipsy Major		12836/89022		Nil								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.										
			SIGNAL No & DATE			UNIT No & DATE			COM. No & DATE			REPORT		FILE		DATE															
			AS5 28-3-43																												

CATEGORY: A, B, C, D  
 TYPE OF ENGINE: 1-13  
 TYPE OF A/C: 1-13  
 NATURE OF ACCIDENT: 1-32

STAGE OF FLIGHT: 1-6  
 MISCELLANEOUS CAUSES: 7-12  
 HAND Q: 13-15  
 INJURY: 16-32

PILOT  
 OTHERS  
 AIRFRAME FAILURE  
 ENGINE FAILURE

TECH.  
 DISOBS.  
 NEG/ACC  
 INEXP/ACC  
 MISCELL.  
 INSTRUCT.  
 FLT. CONTR.  
 OTHERS  
 PRIMARY  
 FL. CONTR.  
 MOV. SURFS.  
 STAB. SURFS.  
 W. STRUTS  
 LAND. GEAR  
 FLOTTA  
 FUSE OR HULL  
 TAIL SWID OR W.  
 ENGINE MOUNT  
 MISCELL.  
 UND/TD  
 PRIMARY  
 FUEL SYS.  
 COOL. SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG. STR.  
 AIRCREW A.  
 ENG. CONTR.  
 MISCELL.  
 UND/TD  
 PRIMARY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Flying practice.

OR COMMANDING OFFICER'S REPORT:

D.14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

1202/1100/1250 ✓

Allowed speed to drop off at height of 250 ft. dropped left wing in rough air and lost control of a/c. Struck top of tree with wing before recovery could be made.

RECOMMENDATIONS:

Insistence on high standard of airmanship from all pilots. Flagrant example of poor airmanship and carelessness should be made the subject of disciplinary action.

PRIMARY CAUSE:

~~18. Loss of control.~~

19. Out of control

19

ACTION TAKEN:

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

Grounded for 7 days, made Orderly Sgt. and assistant control officer for that period.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~24. Carelessness. Poor airmanship in choosing unsuitable field to practice precautionary landings.~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_