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| 32 | 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 | | | | | | | | |
| JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTRS. | MOV. SURFS. | STAB. SURFS. | W. STRUTS. | LAND. GEAR. | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UND/TD | PRIMARY | FUEL SYS. | COOL SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | UND/TD | PRIMARY | | | | | | | | | |
| 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 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 | | | | | | | | |
| 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 | | | | | | | | |
| TYPE OF A/C | | PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | |
| UNIT #20 E.F.T.S. Oshawa | | COM. #1 TC | | PLACE M.A. | | DATE 23.4.43 | | TIME 1025 | | H.Q. FILE 1100-59-4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE T/Moth | | No. 5904 | | CRASH CAT. B | | SE X | | ME | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | RANK | | No. | | DUTY | | INJURIES | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | |
| Purves, R.W.V. | | | | LAC | | R193880 | | PP | | Nil | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T/Moth | | #5904 | | Slight | | | | | | | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | |
| G. Mjr. | | 7761 | | Nil | | | | | | | | | | | | DUAL | | SOLO | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | | | |
| A.71 | | | | 23.4.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | | | | | STAGE OF FLIGHT | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | HANDO. | | | | | | | | | | UND/TD | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | INSTS. | | | | | | | | | | PRIMARY | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | DRAWS. | | | | | | | | | | UND/TD | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | ALIG SURF. | | | | | | | | | | PRIMARY | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | OTHER | | | | | | | | | | TAXING | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | UND/TD | | | | | | | | | | LANDING | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | FLIGHT | | | | | | | | | | TAKE-OFF | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | FATAL | | | | | | | | | | FATAL | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | INJURY | | | | | | | | | | INJURY | | | | | | | | | |
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DUTY ON WHICH ENGAGED:

Solo sequences 6, 7, 9.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil stalled A/C too high above runway. A/C dropped in for heavy landing without throttle being added, causing damage to centre section.

DATE:

COMPOSITION:

LH/PSHM ←

RECOMMENDATIONS:

PRIMARY CAUSE:

~~39. Flattening out too soon.~~

H. Heavy

(4)

ACTION TAKEN:

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

(A) Log Book endorsed "Inexperience".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

25. Inexperience.

RECORDED BY

DATE

CHECKED BY

DATE