

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						
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						
TECH. DISOB. NEG/NC INEXP/NC MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTR. 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. CONTS. MISCEL. UND'TD PRIMARY																			19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE																			MISCELLANEOUS CAUSES									STAGE OF FLIGHT									
CAUSES OF ACCIDENTS																			HAND O. INSTS. WEATHER. DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STRATRY FATAL INJ. 3RD. 5. 4. 3. 2. 1.																		
UNIT: E.F.T.S. St. Catharines																			COM. 1									PLACE H.A.									
A/C TYPE Tiger Moth																			No. 3939									CRASH CAT. D 1									
NAME McDougall, M.P. Faker, N.P.																			RANK WO2 GB Iac.									No. R103110 1603772									
DUTY PI INJ.																			SERIOUS FATAL INJURY									CARD SERIAL No. ✓									
TYPE A/F & ENGINE Tiger Moth 3939																			EXTENT OF DAMAGE Slightly									REPORT FORM									
Serial No. G/Major 2377/89227																			DATE									HOURS FLOWN BY PILOTS									
SIGNAL No. & DATE																			UNIT No. & DATE									COM. No. & DATE									
NATURE OF ACCIDENT																			REPORT									FILE									
DATE																			INST. NIGHT									ON TYPE DUAL SOLO									
Tiger Moth 3939																			51 117									5 125 145 1300									
G/Major 2377/89227																			- -									25 1 25 1									
Last 6 Mos.																			25 1									25 1									

DUTY ON WHICH ENGAGED:

Dual instruction, seq. 6,7,8.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 #78

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C swung after landing, application of full opposite rudder had no effect. The radius of the turn shortened and the U/C buckled.

DATE:

COMPOSITION:

15/130/1/000

RECOMMENDATIONS:

PRIMARY CAUSE:

55. Structural failure.

U/C stay tube bracket bolts sheared, probably due to previous heavy landings.

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____