

32 JU. 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

TECH. DISOB. NEG-NGE. INEXP-NGE. 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. LUBN. SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND/TD. PRIMARY.

PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE
 CAUSES OF ACCIDENTS

UNIT **No. 2 E.F.T.S.** COM. **2** PLACE **12 mi. south-west of port** DATE **7-11-40** TIME **1515**
Fort William, Ont. H.Q. FILE

A/C TYPE **Tiger Moth** No. **4008 b** CRASH CAT. **WA** SE ME DAY NIGHT
Tiger Moth **4021** **NDN**

NAME	RANK	No.	DUTY	INJURIES	SERIOUS
Carvalho, P.D. (T.M. 4008)	LAC	B53596	P	Killed	FATAL INJURY
Fitzgerald, G.M. (4021)	LAC	B65526	P	Uninjured	1
					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.
T/Moth 4008		Total	E.135	19-12-40								
T/Moth 4021		Surfaced	E.135	19-12-40								
Gypsy Major 81508		Total	E.135	19-12-40								
Gypsy Major 7008		Slight	E.135	19-12-40								

SIGNAL No. & DATE **F021 7-11-40** UNIT No. & DATE **7-11-40** COM. No. & DATE REPORT FILE DATE

NATURE OF ACCIDENT

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

MISCELLANEOUS CAUSES
 HANDO. INSTS. WEATHER. DRINS. ALG SURF. OTHER. UND/TD. PRIMARY. TAXING. LANDING. TAKE-OFF. FLIGHT. STRATY. FATAL. INJ.

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

DUTY ON WHICH ENGAGED:
Solo flying practice

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

MULT
ICA/ACL/POM
ICA/XA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: Investigating Officer's Report.
2-1-41
COMPOSITION:

Flying Officer A.T. Chesson.

Air collision. After the collision LAC Carvalho's A/C 4008 went into a spin from which it did not recover. Carvalho's A/C struck the A/C flown by LAC Fitzgerald. LAC Fitzgerald managed to land his A/C 4021 safely after the collision.

RECOMMENDATIONS:

The management of the School be instructed to govern the flying instructors in order that the laxity referred to and the general flying discipline amongst instructors become more rigid.

PRIMARY CAUSE:

Formation flying was performed without authority and with no previous flight plan. LAC Carvalho was the airman at fault as he attempted to carry out formation flying without the consent of his officers and of the other airman LAC Fitzgerald.

ACTION TAKEN:

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

AOC of No. 2 T.C. on 1021 4-400 states that the CFI of the school has been removed and a noticeable improvement on the progress reported. In the event of a recurrence of the difficulties the AOC will make such recommendations as appear to be warranted.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Lax flying discipline in the civilian operated School. (Thunder Bay Air Training School Ltd.) at No. 2 E.F.T.S.

RECORDED BY

DATE

CHECKED BY

DATE