

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. CONTRS.	MOV. SURFS.	STAB SURFS.	W. STRUTS.	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDT/D	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUBR. SYS.	ENG. STR.	AIRSE. W. A.	ENG. CONTRS.	MISCEL.	UNDT/D	PRIMARY	
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																
CAUSES OF ACCIDENTS																															
UNIT # 16 E.F.T.S.		COM. 4		PLACE AERODROME										DATE 11-14		TIME 1610															
EDMONTON, ALTA.														H.Q. FILE																	
A/C TYPE TIGER MOTH		No. 489		CRASH CAT. NIL		SE X		ME		DAY X		NIGHT																			
NAME			RANK LAC		No.		DUTY P		INJURIES UNINJURED																						
									SERIOUS		FATAL		INJURY																		
											CARD SERIAL NO.																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
TIGER MOTH		489		NIL		D.14				L4-1-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
GYPSEY MAJOR		7189		NIL										DUAL SOLO		DUAL SOLO															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															
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
MISCELLANEOUS										CAUSES										STAGE OF FLIGHT											
HANDO.										INSTS.										WEATHER											
DRKNS.										AL'G SURF.										OTHER											
UNDT/D										PRIMARY										TAXING											
LANDING										TAKE-OFF										FLIGHT											
STATRY										FATAL										INJ. 3RD.											

DUTY ON WHICH ENGAGED:

SOLO PRACTICE

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PUPIL MADE SEVERAL FORCEDLANDING APPROACHES AND FAILED TO KEEP ENGINE WARM FOR PROPER RUNNING.

PRIMARY CAUSE:

LETTING ENGINE COOL OFF DURING SEVERAL FORCED LANDING PRACTICES.

PUPIL FORCED LANDED SAFELY.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

SFE/AOP/ES/MC/PH/I ✓

COMMANDING OFFICER'S REPORT.

DATE: 14-1-41.

COMPOSITION:

SQUADRON LEADER J.L. BERVEN.

RECOMMENDATIONS:

PUPILS HAVE BEEN INSTRUCTED THAT DURING SEVERE WEATHER CONDITIONS SUFFICIENT ENGINE REVOLUTIONS ARE TO BE MAINTAINED TO KEEP THE ENGINE SUFFICIENTLY WARM FOR PROPER OPERATION.

ACTION TAKEN:

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

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_