

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
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	
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		
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			
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				
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					
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						
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							
24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1								
23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1									
22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1										
21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1											
20	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													
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1														
17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1															
16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																
15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																	
14	13	12	11	10	9	8	7	6	5	4	3	2	1																		
13	12	11	10	9	8	7	6	5	4	3	2	1																			
12	11	10	9	8	7	6	5	4	3	2	1																				
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10	9	8	7	6	5	4	3	2	1																						
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5	4	3	2	1																											
4	3	2	1																												
3	2	1																													
2	1																														
1																															

DISOB.	TECH.	NEG/INCE	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.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUBR. SYS.	ENG. STR.	AIRSREW A.	ENG. ONTS.	MISCEL.	UND/TD	PRIMARY
PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE																											
UNIT	# 16 E.F.T.S.	COM.	4	PLACE	Edmonton Airport.	DATE	12-1-41	TIME	1430																					
Edmonton, Alta.	H.Q. FILE	1100-41-32																												
A/C TYPE	Tiger Moth	No.	4132	CRASH CAT.	C	SE	X	ME		DAY	X	NIGHT																		
NAME	Young, T.T.	RANK	LAC	No.	P	DUTY	Uninjured	SERIOUS																						
FATAL		INJURY																												
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.																			
Tiger Moth	4132	Slight	D.14	14-1-41					DUAL	SOLO	DUAL	SOLO																		
Cypay Major	7132/86952	Nil																												
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE																									
NATURE OF ACCIDENT																														

MISCELLANEOUS CAUSES	HANDO.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STAIRY	FATAL	INJ.	SRD.	RAF
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DUTY ON WHICH ENGAGED: Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER LU/PSU/ES/PS/G/L/XFM ✓
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

Sequences 7, 8, 9, 15, 17 for

1 hour and 30 minutes.

DATE: 14-1-41.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COMPOSITION:

Squadron Leader J.L. Berven.

The pupil was misinformed by crew man that there was enough gasoline for 1 $\frac{1}{2}$ hours flight. The pupil was returning and making circuit of aerodrome to complete the flight when engine stopped.

RECOMMENDATIONS:

He was unable to make aerodrome and hit fence at edge of field.

Instructions have been given to pupils and instructors to check aircraft as to quantity of fuel prior to the take off, and that the aircraft is sufficiently fuelled to carry out the purpose of the flight. It is primarily the responsibility of the instructor.

PRIMARY CAUSE:

ACTION TAKEN:

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

Aircraft ran out of fuel, the pilot being misinformed as to the real amount of fuel in the aircraft.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pilot was unable to make the aerodrome and hit fence at edge of field, damaging the plane slightly.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____