CAUSES OF ACCIDENTS

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE

Top edge columns (numbered 32–1): JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTS. 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

UNIT # 14 E.F.T.S. Regina, Sask.	COM. 2	PLACE 3 miles North of Portage La Prairie	DATE 30-1-41	TIME 1730
			H.Q. FILE 1100-41-63	

A/C TYPE Tiger Moth	NO. 4163	CRASH CAT. C	SE x	ME	DAY x	NIGHT

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
Gorrell, G.H.	LAC	R62461	P.	Uninjured	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 DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.
T. Moth	4163	Slight	D.14		1-2-41							
Gypsy												

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

Right side margin: MISCELLANEOUS CAUSES — HAND.Q. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY

STAGE OF FLIGHT — TAXYING LANDING TAKE-OFF FLIGHT STAT'RY FATAL INJ. INJURY 3RD.

Left margin: TYPE OF A/C / TYPE OF ENGINE / CATEGORY

DUTY ON WHICH ENGAGED: Forced landing sequence in forced landing area.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: *I/FM/AoP/PCDE/ET/Mc/ PHIL*

Commanding Officer's Report

DATE: 1-2-41

COMPOSITION: F/L D.J. Thomson

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Landed in deep snow with wheels, overturning aircraft, breaking prop and damaging tail fin and rudder. Pupil attempted forced landing approach and when recovery was attempted the motor spluttered and coughed and he stalled in.

PRIMARY CAUSE:

Not keeping motor warm and opening the throttle so quickly that it choked at the last moment. Not recovering at 200 ft.

RECOMMENDATIONS: Give this airman particular warning that any repetition of this nature will cause his training to be discontinued.
Circulate final warning that no aircraft are to approach closer than 200 ft. and motors must be given occasional bursts to keep them warm.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Approved   26-2-41

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY   DATE

CHECKED BY   DATE