

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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT R.C.A.F. Station, Trenton										COM. 1		PLACE A.2 Hangar, Trenton, Ont.										DATE 22-2-41		TIME 15:50							
A/C TYPE Tiger Moth										No. 4355		CRASH CAT. C		SE X		ME		DAY X		NIGHT											
NAME										RANK		No.		DUTY		INJURIES						SERIOUS									
Hayden S.R.										LAC		R50500		P		Uninjured						FATAL		INJURY							
Bradford J.P.										LAC		2204A				Slightly Injured						1									
																						CARD SERIAL NO.									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Moth		4355		Slight		D14				28-2-41		INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
Major		87172/7355		Nil										DUAL SOLO		DUAL SOLO															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES  
 STAGE OF FLIGHT  
 PRIMARY  
 UNDTD  
 ALG SURF.  
 DRKNS.  
 WEATHER  
 INSTS.  
 HAND Q.  
 UNDTD  
 MISCEL.  
 ENG. CONTS.  
 AIRSCREW A.  
 ENG. STR.  
 LUB'N SYS.  
 IGNIT. SYS.  
 COOL SYS.  
 FUEL SYS.  
 PRIMARY  
 UNDTD  
 MISCEL.  
 ENGINE MOUNT.  
 TAIL SKID OR W.  
 FUSE OR HULL  
 LAND GEAR  
 FLOAITS  
 W. STRUTS  
 STAB SURFS.  
 MOV. SURFS.  
 FL. CONTS.  
 PRIMARY  
 OTHERS  
 FLT CONTR.  
 INSTRUCT.  
 MISCEL.  
 INEXP'NCE  
 NEG'NCE  
 DISOB.  
 TECH.

DUTY ON WHICH ENGAGED:

Swinging airscrew.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report. *MA*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Re-ignition of a hot engine  
resulting in a kick-back.

DATE: 28-2-41

COMPOSITION:

Group Captain (T.A. Lawrence)

RECOMMENDATIONS:

Greater precaution on part of Airmen swinging  
airscrews when motor is already warm.

PRIMARY CAUSE:

Hot engine causing kick-back.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_