

| CATEGORY | | TYPE OF ENGINE | | TYPE OF A/C | | CAUSES OF ACCIDENTS | | STAGE OF FLIGHT | | MISCELLANEOUS CAUSES | |
|---------------------|----|----------------|----------|--|--------|---------------------|----|----------------------|----------|----------------------|---|
| 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 |
| | | | | | | | | | | | |
| 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 |
| | | | | | | | | | | | |
| 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 |
| | | | | | | | | | | | |
| 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | ENGINE FAILURE | | | |
| UNIT # 2 E.F.T.S. | | COM. 2 | | PLACE AT the edge of the Flying Field. | | | | DATE 10-4-41 | | TIME 08:45 | |
| Port William, Ont. | | | | | | | | H.Q. FILE 1100-42-12 | | | |
| A/C TYPE Tiger Moth | | No. 4212 | | CRASH CAT. C | | SE X ME | | DAY X NIGHT | | | |
| NAME McLeod D.E. | | | RANK LAC | No. R74979 | DUTY P | INJURIES Uninjured. | | | SERIOUS | HAND O. | |
| | | | | | | | | | INSTS. | WEATHER | |
| | | | | | | | | | DRKNS. | ALG SURF. | |
| | | | | | | | | | UND TD | OTHER | |
| | | | | | | | | | PRIMARY | UND TD | |
| | | | | | | | | | TAXING | PRIMARY | |
| | | | | | | | | | LANDING | LANDING | |
| | | | | | | | | | TAKE-OFF | FLIGHT | |
| | | | | | | | | | FLIGHT | FLIGHT | |
| | | | | | | | | | STATRY | STATRY | |
| | | | | | | | | | FATAL | FATAL | |
| | | | | | | | | | INJ. | INJ. | |
| | | | | | | | | | 3RD. | 3RD. | |
| | | | | | | | | | RAF | RAF | |
| NATURE OF ACCIDENT | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

First Solo Sequences 7 & 9

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.
10-4-41

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

After the pilot opened the throttle rather sharply to take-off, the plane started to swing to the right. Due to inexperience the pilot was unable to check the swing in time. The plane started to ground loop and he immediately closed the throttle and turned off the

DATE:

COMPOSITION:

Flight Lt. H. Johnson

OS/PSS

PRIMARY CAUSE: switches. Lower part mainplane broken.

An error of judgment on the part of the pilot, due to inexperience.

RECOMMENDATIONS:

This accident being due to an error of judgment on the part of an inexperienced pilot, this paragraph is considered non-applicable.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

- Owing to the condition of the field, the tail wheel had picked up a lot of mud which resulted in a stiff movement.
- Pupil had taken off on the edge of the runway.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____