

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																	
UNIT # 2 E.F.T.S.		COM.		PLACE										DATE 29-4-41		TIME 15:30															
FORT WILLIAM ONT		2		TAXI STRIP # 2 E.F.T.S. ONT.										H.Q. FILE																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
TIGER MOTH		4009		D		X				X																					
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
WEEKS R.			CIV		—		ENG.		UNINJURED.				FATAL INJURY																		
													CARD SERIAL NO.																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
MOTH		4009		SLIGHT								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
MAJOR		81509/7009		NIL								DUAL SOLO		DUAL SOLO																	
SIGNAL No. & DATE			UNIT No. & DATE			COM. No & DATE			REPORT			FILE			DATE																
NATURE OF ACCIDENT																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND'TD  
PRIMARY  
HAND O.  
INSTS  
WEATHER  
DRKNS.  
ALG SURF.  
OTHER  
UND'TD  
PRIMARY  
TAXING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY 3RD.

TECH.  
DISOB.  
NEG'NCE  
INEXP'NCE  
MISCEL.  
INSTRUCT.  
FLT. CONTR.  
OTHERS  
PRIMARY  
FL. CONTRS.  
MOV. SURFS.  
STAB. SURFS.  
W. STRUTS  
LAND. GEAR  
FLOATS  
FUSE OR HULL  
TAIL SWID OR W.  
ENGINE MOUNT.  
MISCEL.  
UND'TD  
PRIMARY  
FUEL SYS.  
COOL. SYS.  
IGNIT. SYS.  
LUB'N SYS.  
ENG. STR.  
AIRSCREW A.  
ENG. CONTRS.  
MISCEL.  
UND'TD

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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

MONTHLY ACCIDENT RETURN.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

THE MECHANIC, QUALIFIED FOR TAXIING A/C  
WENT INTO A PARTICULARLY MUDDY SPOT BETWEEN  
THE HANGAR AND THE FIELD AT THE SAME TIME AS  
A GUST FROM A FOLLOWING WIND LIFTED THE TAIL.  
THE CONDITION OF THE STRIP OF GROUND OVER  
WHICH PLANES MUST MOVE IS DEPLORABLE BEING  
EXTREMELY SOFT AND MUDDY.  
PRIMARY CAUSE:

T M / RNT / PCIM

RECOMMENDATIONS:

ACCELERATION OF THE PROPOSED PLAN TO PROVIDE  
A CONCRETE APRON AND TAXI STRIP LEADING TO THE  
FIELD.

EXTREMELY SOFT GROUND AND A GUST OF WIND.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

PLANE WENT UP ONTO ITS NOSE BREAKING THE  
PROPELLOR BLADE.

RECORDED BY

DATE

CHECKED BY

DATE