

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|----------|---------|------------------|------------------|-------------|------------|-----------------|---------|-----------------------|-------------|----------------|-----------|-------------|----------------|-----------------|-----------------|--------------|---------|--------|---------|-----------|-----------|-------------|------------|-----------|-------------|------------|---------|--------|---------|
| 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 |
| JU. | TECH. | DISOB. | NEG-NCE | INEX/INCE | 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 | PRIMARY |
| 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 # 10 E.F.T.S. | | | | | | | | | | COM. | | PLACE | | DATE 2-8-41 | | | | TIME 11:10 | | | | | | | | | | | | | |
| MOUNT HOPE ONT. | | | | | | | | | | I | | | | H.O. FILE | | | | | | | | | | | | | | | | | |
| A/C TYPE FLEET FINCH II | | | | | | | | | | NO. 4689 | | CRASH CAT. C 1 | | SE X ME | | DAY X NIGHT | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | NO. | | DUTY | | INJURIES | | | | | | | | | | | | | | | |
| OLIVER W.T. | | | | | | | | | | LAC | | R91471 | | PP | | UNINJURED. | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | FATAL INJURY | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | SERIAL No. | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | |
| FINCH II | | 4689 | | SLIGHT. | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS | | | | | | | | | | | | | | | |
| KINNER | | 405/6066 | | NIL | | | | | | | | DUAL SOLO | | DUAL SOLO | | | | | | | | | | | | | | | | | |
| SIGNAL No & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | |
| 415 | | | | 416 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 |
| 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 |

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND Q.
INSTS.
WEATHER
DRKNS.
AL & SURF
OTHER
UND/TD
PRIMARY
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.

DUTY ON WHICH ENGAGED:

SOLO FLYING TRAINING (DAY)

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

MONTHLY ACCIDENT RETURN R.170.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

L 3/P 55

WHEN LANDING CROSS WIND, AIRCRAFT SWERVED.
INSUFFICIENT CORRECTIVE ACTION APPLIED AND
AIRCRAFT OVERTURNED.

RECOMMENDATIONS:

PRIMARY CAUSE:

AIRCRAFT GROUND LOOPED ON LANDING DUE
TO INSUFFICIENT CORRECTIVE ACTION TAKEN
BY THE PILOT.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING TIP STRIKING GROUND, CAUSING A/C TO OVERTURN.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____