

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 # 4 E.F.T.S.		COM.		PLACE										DATE 30-8-41		TIME 08:45															
Windsor Mills		3		Aerodrome, Windsor Mills										H.Q. FILE 1100-14-83																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Finch		4483		C		X				X																					
NAME			RANK	No.	DUTY	INJURIES				SERIOUS																					
Mallalieu, O.J.			LAC	R79381	P.	Uninjured				FATAL		INJURY																			
												CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																							
Finch		4483	Slight					INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Kinner B5R			NIL									DUAL		SOLO																	
SIGNAL No & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT		FILE		DATE																			
A 442		31-8-41																													
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES

FLIGHT STAGE

UND/TD
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALCS SURF.
 OTHER
 UND/TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 5
 2
 1

DUTY ON WHICH ENGAGED:

Take-offs and landings practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Too harsh application of brakes by pupil pilot caused aircraft to overturn.

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

DATE:

MONTHLY ACCIDENT RETURN.

COMPOSITION:

LM / ATU / PCM / VBP

RECOMMENDATIONS:

INSTRUCTORS WARNED TO STRESS MORE AND MORE TO PUPILS THE IMPORTANCE OF GOING AROUND AGAIN WHEN NOT SURE OF A LANDINGS

PRIMARY CAUSE:

Error in judgment. IN THAT PILOT OVERSHOT THE FIELD AND DID NOT GO AROUND AGAIN.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

MISUSE OF CONTROL (BRAKES) CAUSING AIRCRAFT TO OVERTURN.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____