

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 # 3 E.F.T.S. LONDON ONTARIO		COM. I		PLACE LONDON CITY AIRPORT										DATE 13-9-41		TIME 11:10															
A/C TYPE FINCH II		No. 4526		CRASH CAT. C-1		SE X		ME		DAY X		NIGHT		H.Q. FILE 1100-45-26																	
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
ACKMAN R.T.				SGT		R105240		FI		UNINJURED.				FATAL INJURY																	
LEONARD S.				LAC		R100565		PP		UNINJURED.				CARD SERIAL No.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
FINCH II		4526		SLIGHT								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS													
KINNER		6320		NIL										DUAL SOLO		DUAL SOLO															
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE											
				T 275				13-9-41																							
NATURE OF ACCIDENT																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19 ()
- 18 ()
- 17 ()
- 16 ()
- 15 ()
- 14 ()
- 13 ()
- 12 ()
- 11 ()
- 10 ()
- 9 ()
- 8 ()
- 7 ()
- 6 ()
- 5 ()
- 4 ()
- 3 ()
- 2 ()
- 1 ()

- 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 ()

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAKYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT BY
 FATAL
 INJ.
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

DUAL INSTRUCTION CIRCUITS AND LANDING.

OR COMMANDING OFFICER'S REPORT:

R 170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

CROSS WIND LANDING LEFT WING DROPPED.

COMPOSITION:

PUPIL PILOT APPLIED FULL RIGHT RUDDER.

INSTRUCTOR TRIED TO APPLY LEFT RUDDER BUT

AIRCRAFT RAN INTO ROUGH GROUND AND STOOD ON

NOSE.

RECOMMENDATIONS:

PRIMARY CAUSE:

INEXPERIENCE ON THE PART OF THE PUPIL PILOT.

NIL

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING DROPPED, AND AIRCRAFT RAN ONTO ROUGH

GROUND

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____