

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				
CAUSES OF ACCIDENTS												
UNIT # 9 E.F.T.S. St. CATHARINES ONT.		COM. I	PLACE PROGRESSIVE AVE LOT 37 TOWNSHIP NIAGARA LINCOLN COUNTY				DATE 19-9-41		TIME 10:40			
A/C TYPE FINCH II		No. 4564		CRASH CAT. A		SE X	ME	DAY X	NIGHT			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS			
SMITH F.A.			LAC	R102724	P	KILLED.			FATAL I	INJURY		
										CARD SERIAL No.		
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
FINCH II	4564	TOTAL				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
KINNER	6485	TOTAL				1	-	16	4	17	14	
SIGNAL No. & DATE		UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE		
		A 98 19-9-41										
NATURE OF ACCIDENT												

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

32 () 19
31 () 18
30 () 17
29 () 16
28 () 15
27 () 14
26 () 13
25 () 12
24 () 11
23 () 10
22 () 9
21 () 8
20 () 7
19 () 6
18 () 5
17 () 4
16 () 3
15 () 2
14 () 1
13 ()
12 ()
11 ()
10 ()
9 ()
8 ()
7 ()
6 ()
5 ()
4 ()
3 ()
2 ()
1 ()

JUL
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 SKID 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
PRIMARY
HAND'D.
INSTS.
WEATHER
DRYNS.
AL'G SURF.
OTHER
UND'TD
PRIMARY
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD.
RAY

DUTY ON WHICH ENGAGED:

Solo.

ROUTINE TRAINING FLIGHT.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COURT OF INQUIRY

DATE: SEPTEMBER 19TH, 194L.

AIRCRAFT SPUN INTO HIGH TENSION WIRES AND
CCK FIRE.

COMPOSITION:

SQN. LDR.	SIMPSON, C.H. RAF	36LL7 33 ANS MOUNT HOPE
F.O.	KRESS, A.E.	04L28 9EFTS ST. CATHERINES
F.O.	THRES. L.W.	C3611 " " "

RECOMMENDATIONS:

OBSERVATION BY THE COURT: (SYNOPSIS)

THERE IS NO DOUBT THE A/C DID HAVE PLENTY OF GASOLINE BUT THE SYSTEM USED AT THIS SCHOOL IS NOT THE R.C.A.F. SYSTEM.--"THERE IS NO CHECK ON THE L.L4 BUT GASOLINE RECORDS ARE KEPT FOR INDIVIDUAL AIRCRAFT.

PRIMARY CAUSE: THAT THE PILOT WAS PULLING OUT OF SPIN, BUT HAD INSUFFICIENT HEIGHT TO PULL OUT CLEAR OF THE GROUND.

ACTION TAKEN:

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

12/2/44
X

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

THE PILOT WOULD APPEAR TO HAVE COMMENCED AEROBATICS ABOVE THE MINIMUM HEIGHT LAID DOWN, BUT LOST CONSIDERABLE HEIGHT IN PRACTICING STALL TURNS. ONE OF THESE TURNS RESULTED IN A SPIN.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____