

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
TECH. DISOB. REG'NCE INEXP'NCE MISCEL. INSTRCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURES. STAB. SURES. W. STRUTS LAND. GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UN'DTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UN'DTD PRIMARY HANDO. INSTS. WEATHER DRINKS. ALIG SURF. OTHER UN'DTD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STAT BY FATAL INJ. 3RD. INJ.																															
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE	
CAUSES OF ACCIDENTS																															
UNIT 9 E.F.T.S.								COM. 1				PLACE Aerodrome, St Catharines										DATE 17-10-41 TIME 13:00									
Str. Catharines								1				Aerodrome, St Catharines										H.O. FILE 1100-46-73									
A/C TYPE Finch II								No. 4673				CRASH CAT. C 1/2				SE x		ME		DAY x		NIGHT									
NAME								RANK		No.		DUTY		INJURIES						SERIOUS											
Stephens, F.E.								LAC		R65218		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		4673		Slight						INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS													
Kinner B5R		6215		Nil						1120		Nil		19 11		19 11															
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE											
A 113 17-10-41																															
NATURE OF ACCIDENT																															

CAUSES
 MISCELLANEOUS
 FLIGHT STAGE OF

DUTY ON WHICH ENGAGED:

Taking off on routine training

flight.
NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While taking off aircraft dipped forward and propellor struck ground.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Pilot may have held control column forward too long due to error in judgment.

ACTION TAKEN:

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

Pupil pilot instructed more fully in taking off.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Uneven ground.

RECORDED BY

DATE

CHECKED BY

DATE