

32	JU	31	TECH.	30	DISOB.	29	NEG'VE INEXP'NCE	28	MISCEL.	27	INSTRUCT.	26	FLT. CONTR.	25	OTHERS.	24	PRIMARY	23	FL. CONTRS.	22	MOV. SURPS.	21	STAB. SURPS.	20	W. STRUTS	19	LAND GEAR	18	FLOATS	17	FUSE. OR HULL	16	TAIL SKID OR W.	15	ENGINE MOUNT.	14	MISCEL.	13	UND/TD	12	PRIMARY	11	FUEL SYS.	10	COOL SYS.	9	IGNIT SYS.	8	LUB'N SYS.	7	ENG. STR.	6	AIRSCREW A.	5	ENG. CONTRS.	4	MISCEL.	3	UND/TD	2	PRIMARY	1	HAND Q.	19	MISCELLANEOUS	18	INSTS.	17	WEATHER	16	DRKNS.	15	AL'G SURF.	14	OTHER	13	UND/TD	12	PRIMARY	11	CARD SERIAL NO.	10	TAXIING	9	LANDING	8	TAKE-OFF	7	FLIGHT	6	STATIONARY	5	FATAL	4	INJ.	3	INJURY	2	3RD.	1	RAF	32	NATURE OF ACCIDENT	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
TYPE OF A/C										TYPE OF ENGINE										CATEGORY										TYPE OF ENGINE										TYPE OF A/C																																																																																														
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																																																								
CAUSES OF ACCIDENTS																																																																																																																																						
UNIT					COM.					PLACE					DATE					TIME																																																																																																																		
* * E.F.T.S.					#3					AIRDROME					5/12/41					0830																																																																																																																		
WINDSOR MILLS, QUEBEC.															H.Q. FILE					1100-44-90																																																																																																																		
A/C TYPE					No.					CRASH CAT.					SE					ME					DAY					NIGHT																																																																																																								
FINCH II					4490					"C"					X															X																																																																																																								
NAME										RANK					No.					DUTY					INJURIES					SERIOUS																																																																																																								
MERRIGE, A.E.										T/Sgt.					R105299					P					UNINJURED					FATAL					INJURY																																																																																																			
O'SULLIVAN, G.D.R.										LAC					R104945					PP					UNINJURED																																																																																																													
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																																																																																			
FINCH II										4490					Slight																				INST					NIGHT					ON TYPE					TOTAL					LAST 6 MOS																																																																															
KINNER BSR										1511/6155					NOT															6400					---					69					480					69					480																																																																															
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																																																																																								
A609										5-12-41																																																																																																																												

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

INSTRUCTION IN LANDING.

OR COMMANDING OFFICER'S REPORT: RI70

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

HARSH APPLICATION OF BRAKES WHILE TAXIING  
AIRCRAFT NOSED OVER.

COMPOSITION:

*7/14/41/10/10/10/10*

RECOMMENDATIONS:

PRIMARY CAUSE:

**Nil**

**Carelessness on part of pilot in  
not watching sufficiently for other  
aircraft on the airdrome.**

ACTION TAKEN:

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

**Flying personnel warned to keep sharper lookout  
and pay more attention to other aircraft taxiing  
on the aerodrome.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Harsh application of brakes caused  
aircraft to tip over on its nose.**

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_