

|                              |    |                |    |  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|------------------------------|----|----------------|----|--|----|-----------------|----|------------------|----|-----------------|----|-----------------------|----|----------------|----|---------|----|-------------|----|-------------|----|-------------|----|-----------|----|------------|----|--------|----|--------------|----|-----------------|--|---------------|--|---------|--|-------|--|---------|--|-----------|--|-----------|--|-------------|--|------------|--|-----------|--|-------------|--|--------------|--|---------|--|-------|--|---------|--|
| 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.         |    | 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. |  | UNDTD |  | PRIMARY |  | FUEL SYS. |  | COOL SYS. |  | IGNIT. SYS. |  | LUB'N SYS. |  | ENG. STR. |  | AIRSCREW A. |  | ENG. CONTRS. |  | MISCEL. |  | UNDTD |  | PRIMARY |  |
| PILOT                        |    | OTHERS         |    | AIRFRAME FAILURE   |    |                 |    |                  |    |                 |    |                       |    | ENGINE FAILURE |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| CAUSES OF ACCIDENTS          |    |                |    |  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| UNIT                         |    | COM.           |    | PLACE  |    | DATE            |    | TIME             |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| 21 E.F.T.S.<br>Chatham, N.E. |    | # 3            |    | 3 Miles North of<br>Beaver Brook Stn.<br>Beaverbrook, N.E. |    | 23-1-42         |    | 1020             |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| A/C TYPE                     |    | No.            |    | CRASH CAT.   |    | SE              |    | ME               |    | DAY             |    | NIGHT                 |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| Finch II                     |    | 4788           |    | "A"  |    | I               |    |                  |    | I               |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| NAME                         |    | RANK           |    | No.  |    | DUTY            |    | INJURIES         |    | SERIOUS         |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| Staats, W.E.                 |    | IAC            |    | R108347  |    | P               |    | Slightly injured |    | FATAL           |    | INJURY                |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    |                 |    |                  |    | 1               |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    |                 |    |                  |    | CARD SERIAL No. |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| TYPE A/F & ENGINE            |    | No.            |    | EXTENT OF DAMAGE   |    | REPORT FORM     |    | SERIAL No.       |    | DATE            |    | HOURS FLOWN BY PILOTS |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| Finch II                     |    | 4788           |    | Total  |    |                 |    |                  |    |                 |    | INST.                 |    | NIGHT          |    | ON TYPE |    | TOTAL       |    | LAST 6 MOS  |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    |                 |    |                  |    |                 |    | 6                     |    | ----           |    | 35 37   |    | 35 37       |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| Kinner B.5                   |    | 6237           |    | Total  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| SIGNAL No & DATE             |    | UNIT No & DATE |    | COM No & DATE  |    | REPORT          |    | FILE             |    | DATE            |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| A 57 23-1-42                 |    |                |    |  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| NATURE OF ACCIDENT           |    |                |    |  |    |                 |    |                  |    |                 |    |                       |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| CATEGORY                     |    | TYPE OF ENGINE |    | TYPE OF A/C  |    | STAGE OF FLIGHT |    | CAUSES           |    | MISCELLANEOUS   |    | HAND O.               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| D                            |    | A              |    | A  |    | FLIGHT          |    | FLIGHT           |    | FLIGHT          |    | FLIGHT                |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| C                            |    | B              |    | B  |    | LANDING         |    | LANDING          |    | LANDING         |    | LANDING               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| B                            |    | A              |    | A  |    | TAKE-OFF        |    | TAKE-OFF         |    | TAKE-OFF        |    | TAKE-OFF              |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
| A                            |    | A              |    | A  |    | TAXIING         |    | TAXIING          |    | TAXIING         |    | TAXIING               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | PRIMARY         |    | PRIMARY          |    | PRIMARY         |    | PRIMARY               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | UNDTD           |    | UNDTD            |    | UNDTD           |    | UNDTD                 |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | OTHER           |    | OTHER            |    | OTHER           |    | OTHER                 |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | ALG SURF.       |    | ALG SURF.        |    | ALG SURF.       |    | ALG SURF.             |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | DRIVNS.         |    | DRIVNS.          |    | DRIVNS.         |    | DRIVNS.               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | WEATHER         |    | WEATHER          |    | WEATHER         |    | WEATHER               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | INSTS.          |    | INSTS.           |    | INSTS.          |    | INSTS.                |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |
|                              |    |                |    |  |    | HAND O.         |    | HAND O.          |    | HAND O.         |    | HAND O.               |    |                |    |         |    |             |    |             |    |             |    |           |    |            |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |

DUTY ON WHICH ENGAGED: (Taking off;  
Solo practice. (Gliding, spins,  
sideslipping, steep turns and  
Aerobatics.  
NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While making forced landing aircraft  
undercarriage hit snow and nosed  
completely over at landing speed.

PRIMARY CAUSE:

12  
Forced landing.

~~Due to a gross error in judgement  
of height in that the pilot failed  
to level off the aircraft while  
carrying out a landing after having  
performed unauthorized aerobatics  
and being outside the solo flying  
area.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft hit snow and nosed over.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S

"REPORT"

DATE: January 26, 27 & 28, 1942.

COMPOSITION:

FM/200/100

Flt. Lt.

Grant, P.J.

RECOMMENDATIONS:

More rigid supervision of pupil pilots and  
disciplinary action as contained in  
covering letter.

ACTION TAKEN:

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

Nil

RECORDED BY

DATE

CHECKED BY

DATE