

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

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE					
CAUSES OF ACCIDENTS																			
UNIT <b>9 E.F.T.S.</b>			COM.		PLACE <b>St Catharines Aerodrome</b>						DATE <b>24-1-42</b>		TIME <b>1110</b>						
<b>St. Catharines</b>			<b>1</b>		<b>St Catharines Aerodrome</b>						H.Q. FILE <b>1100-47-25</b>								
A/C TYPE <b>Finch II</b>				No. <b>4725</b>		CRASH CAT. <b>C 1/2</b>		SE <b>x</b>		ME		DAY <b>x</b>		NIGHT					
NAME				RANK		No.		DUTY		INJURIES				SERIOUS					
<b>Aling. D.R.C.</b>				<b>LAC</b>		<b>1254036</b>		<b>P.</b>		<b>Uninjured.</b>				FATAL INJURY					
CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS							
<b>Finch II</b>		<b>4725</b>		<b>Nil</b>								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
<b>Kinner B5R 6238</b>		<b>slight</b>										<b>6 Nil</b>		<b>26 27</b>		<b>26 27</b>			
SIGNAL No & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE				
<b>A 18</b>			<b>25-1-42</b>																
NATURE OF ACCIDENT																			

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND TO PRIMARY

HAND Q.

INSTS.

WEATHER

DRKNS.

ALG SURF.

OTHER

UND TO PRIMARY

TAXIING

LANDING

TAKEOFF

FLIGHT

STATRY

FATAL

INJ.

3RD

5

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo training flight seq. 8, 10, 15

OR COMMANDING OFFICER'S REPORT:

2170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

22.

DATE:

TM/20/10/1957

While taxiing across field after

COMPOSITION:

landing student saw another aircraft start to take off across his path and applied brakes too harshly - aircraft nosed up, breaking propellor.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Error in judgment in that the pilot failed to apply brakes correctly.~~

11. Other

ACTION TAKEN:

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

Student has been given more instruction in taxiing. Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft nosed up breaking propellor.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_