

32	JUL	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	ENGINE OR W.	14	MISCEL.	13	ENGINE MOUNT.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UND/TD	1	PRIMARY	19	UND/O.	18	UND/O.	17	UND/O.	16	UND/O.	15	UND/O.	14	UND/O.	13	UND/O.	12	UND/O.	11	UND/O.	10	UND/O.	9	UND/O.	8	UND/O.	7	UND/O.	6	UND/O.	5	UND/O.	4	UND/O.	3	UND/O.	2	UND/O.	1	UND/O.
PILOT		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE																																																																																					
CAUSES OF ACCIDENTS																																																																																																					
UNIT 9 E.F.T.S.		COM. 1		PLACE Township of Louth, Lincoln County												DATE 29-1-42		TIME 1050																																																																																			
A/C TYPE Finch II		No. 4560		CRASH CAT. A		SE x		ME		DAY x		NIGHT		H.Q. FILE 1100-45-60																																																																																							
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																																																																							
Brumagen, C.R.				Ty		R103142		P.		Slightly injured.				FATAL		INJURY																																																																																					
Williams, R.J.				LAC		R120238		P.P		Seriously injured.						2																																																																																					
												CARD SERIAL No.																																																																																									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																									
Finch II		4560		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																			
Kinner		6203		Serious								40 5		64 477		64 177																																																																																					
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SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																																																																	
A 24 30-1-42																																																																																																					
NATURE OF ACCIDENT																																																																																																					
19	D	18	C	17	B	16	A	15	A	14	A	13	A	12	A	11	A	10	A	9	A	8	A	7	A	6	A	5	A	4	A	3	A	2	A	1	A	19	A	18	A	17	A	16	A	15	A	14	A	13	A	12	A	11	A	10	A	9	A	8	A	7	A	6	A	5	A	4	A	3	A	2	A	1	A																										

MISCELLANEOUS CAUSES

FLIGHT STAGE OF

UND/O.
 PRIMARY
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAKYING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

Training flight - solo check.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C was carrying out third force landing, when making a second last turn into the field he pulled the control column back, a/c went into a spin, instructor took over but there was no sufficient height to recover from ensuing dive. A/C crashed.

DATE:

29-1-42 *1200/700/1000/1100/1200*

COMPOSITION:

Pres. S.L. Smith, G.H.	(RAF39348)	33 ANS Mount Hope
Mem. P.O. Boyle, D.	(J4325)	9 EFTS. St. Catharine
" P.O. Warren, W.	(C9019)	" "
Civ. P.O. Pattison, F.S.	Mgr.	" "

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~A/C stalled in a gliding turn due to a sharp backward movement of the control column.~~

ACTION TAKEN:

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

Conclusions of A.I.B.

Instructor showed poor airmanship in permitting pupil to stall aircraft close to the ground during practice of forced landing sequence. The Instructor was also negligent in that the pupil was carrying out this sequence with the trim full nose heavy.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft struck five new cedar posts.~~

19. Out of Control

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____