

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		
JU.	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.	UND TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND TD	PRIMARY		
3	4	7	1	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		
PILOT		OTHERS		AIRFRAME FAILURE												ENGINE FAILURE																	
CAUSES OF ACCIDENTS																																	
UNIT		COM.		PLACE												DATE		TIME															
17 E.F.T.S.		Stanley, N.S.		3		M.A.												22-6-42		1910													
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																					
Finch 11		4692		C 5		x		x																									
NAME				RANK		No		DUTY		INJURIES				SERIOUS																			
Charlton A.				LAC.		GB1390982 PP		Uninjured.		FATAL		INJURY																					
												CARD SERIAL NO.																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Finch 11		4692		Slight								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Kinner		1548/6195		Nil								1		Nil		14		2		14													
SIGNAL No & DATE		UNIT No & DATE		COM. No. & DATE		REPORT		FILE		DATE																							
T-232		23-6-42																															
NATURE OF ACCIDENT																																	
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		
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		
MISCELLANEOUS		HANDQ.		INSTS.		WEATHER		DRRNS.		ALG SURF.		OTHER		UND TD		PRIMARY		TAXIING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INJ.		3RD.	

DUTY ON WHICH ENGAGED:

Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

LH/11/1968

COMPOSITION:

Landed ninety degrees out of wind,  
left wing struck ground causing  
ground loop.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Pupil landed 90 degrees out of wind.~~

ACTION TAKEN:

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

2

All pupil pilots have been warned against this  
type of accident.

2. SWUNG

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Lower left wing struck ground causing  
ground loop.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_