

|                           |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         |                                 |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---------------------------|-----|----|-------|----|--------|----|---------|----|----------|-----------------|---------|----|-----------|----|------------|----|--------|----|---------|---------------------------------|------------|----|-------------|----|--------------|----|-----------|----|-----------|----|--------|----|--------------|----|-----------------|----|---------------|----|---------|----|--------|----|---------|----|-----------|----|-----------|----|-------------|----|------------|----|-----------|----|-------------|----|-------------|----|---------|----|--------|----|---------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 32                        | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG-NCE | 28 | INEXP/NC | 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 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 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 |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| 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     | 33 | 34           | 35 | 36              | 37 | 38            | 39 | 40      | 41 | 42     | 43 | 44      | 45 | 46        | 47 | 48        | 49 | 50          | 51 | 52         | 53 | 54        | 55 | 56          | 57 | 58          | 59 | 60      | 61 | 62     | 63 | 64      | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| TYPE OF A/C               |     |    |       |    |        |    |         |    |          | TYPE OF ENGINE  |         |    |           |    |            |    |        |    |         | CATEGORY                        |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| PILOT                     |     |    |       |    |        |    |         |    |          | OTHERS          |         |    |           |    |            |    |        |    |         | CAUSES OF ACCIDENTS             |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| UNIT 13 E.F.T.S.          |     |    |       |    |        |    |         |    |          | COM. # 1        |         |    |           |    |            |    |        |    |         | PLACE Main Aerodrome St. Eugene |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| St. Eugene, Ont           |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         | DATE 22-7-42 TIME 1345          |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Fleet Finch II            |     |    |       |    |        |    |         |    |          | No. 4508        |         |    |           |    |            |    |        |    |         | CRASH CAT. C 1                  |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Fleet Finch II            |     |    |       |    |        |    |         |    |          | No. 4702 - D    |         |    |           |    |            |    |        |    |         | SE x ME DAY NIGHT               |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| NAME                      |     |    |       |    |        |    |         |    |          | RANK            |         |    |           |    |            |    |        |    |         | No.                             |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| DUTY                      |     |    |       |    |        |    |         |    |          | INJURIES        |         |    |           |    |            |    |        |    |         | SERIOUS                         |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| McGuire, H.               |     |    |       |    |        |    |         |    |          | SGT R74221      |         |    |           |    |            |    |        |    |         | FI Uninjured                    |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Murdie, H.D.              |     |    |       |    |        |    |         |    |          | LAC R116943     |         |    |           |    |            |    |        |    |         | FP Uninjured                    |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Nord, J.A.                |     |    |       |    |        |    |         |    |          | LAC R137427     |         |    |           |    |            |    |        |    |         | FP 4702 Uninjured               |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| TYPE A/F & ENGINE         |     |    |       |    |        |    |         |    |          | No.             |         |    |           |    |            |    |        |    |         | EXTENT OF DAMAGE                |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| REPORT FORM               |     |    |       |    |        |    |         |    |          | SERIAL No.      |         |    |           |    |            |    |        |    |         | DATE                            |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Finch II 4508             |     |    |       |    |        |    |         |    |          | Slightly.       |         |    |           |    |            |    |        |    |         | INST. NIGHT                     |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Finch II 4702             |     |    |       |    |        |    |         |    |          | Slightly.       |         |    |           |    |            |    |        |    |         | ON TYPE                         |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Kinner B5R 1454/6116 N4L. |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         | DUAL SOLO DUAL SOLO             |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| Kinner B5R 1457/6119 N4L. |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         | LAST 6 MOS.                     |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| SIGNAL No. & DATE         |     |    |       |    |        |    |         |    |          | UNIT No. & DATE |         |    |           |    |            |    |        |    |         | COM. No & DATE                  |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| E-109 22-7-42             |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         | REPORT FILE DATE                |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
| NATURE OF ACCIDENT        |     |    |       |    |        |    |         |    |          |                 |         |    |           |    |            |    |        |    |         |                                 |            |    |             |    |              |    |           |    |           |    |        |    |              |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |    |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |

CAUSES  
 MISCELLANEOUS  
 FLIGHT  
 STAGE OF  
 HAND O.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD  
 INJURY  
 5  
 4  
 3  
 2  
 1

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

4702 Dual take-off practice.

4508 Landing practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

OCA/PCL  
OCA/XA

COMPOSITION:

Aircraft 4508 landed and turned out of wind. 4702 started take-off run too close to 4508. Turned down-wind to taxi back coming closer to take-off path of 4702. 4702 struck 4508 before becoming airborne.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Error in judgment, on part of student taxiing into takeoff path of on coming A/C.~~

~~Error on part of instructor in not looking around sufficiently.~~

ACTION TAKEN:

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

Pupil pilot admonished.

*9 collisions*

*9*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~4702 struck 4508 before becoming airborne.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_