

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				
JU.	TECH.	DISOB.	NEG'NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	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. CONTS.	MISCEL.	UND/TD	PRIMARY	HAND Q.	INSTS.	WEATHER	DIRKNS.	AL/G SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	INJURY	2ND.	1ST.				
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS										MISCELLANEOUS										STAGE OF FLIGHT									
UNIT		COM.			PLACE					DATE					TIME																																							
11 E.F.T.S.		3			MA					7-8-42					1100-15-94					730					H.Q. FILE										1100-15-94																			
A/C TYPE		FINCH 11			No.					CRASH CAT.					SE					ME					DAY					NIGHT					CARD SERIAL NO.																			
FINCH 11					4594					C 1/2					X										X																													
NAME				RANK		No.		DUTY		INJURIES										SERIOUS																																		
EATON, W.A.				LAC		14106		PF		UNINJURED										FATAL										INJURY																								
A																																																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																										
Finch		4594		Slight								INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																														
Kinner		6239		Nil														DUAL SOLO		DUAL SOLO																																		
																		24 19		24 19																																		
																				43																																		
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																		
A378 8-8-42																																																						
NATURE OF ACCIDENT																																																						

DUTY ON WHICH ENGAGED:

SOLO PRACTICE FLIGHT

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

TRYING TO GET ON TARMAC FROM FIELD RUFFLE
APPLIED TOO MUCH THROTTLE GIVING AIRCRAFT
TOO MUCH SPEED TO STOP BEFORE HITTING
OBSTRUCTION.

DATE:

TOO/pot

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

~~error in judgment~~

9. excessive

(9)

ACTION TAKEN:

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

Moved Pyrotechnics stores from tarmac.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Collided with pyrotechnic's shed.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____