

		CAUSES OF ACCIDENTS																							
UNIT 13 E.F.T.S.		COM. 1				PLACE M.A.				DATE 14-9-42				TIME 1525											
St. Eugene		1				M.A.				H.Q. FILE 1100-46-99															
A/C TYPE Finch 11		No. 4699				CRASH CAT. C 1				SE x		ME		DAY x		NIGHT									
NAME		RANK		No.		DUTY		INJURIES				SERIOUS													
Griffith E.W.		LAC.		RL46596		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		4699		Slightly								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.					
Kinner B5R 1460/6122 Nil.																DUAL		SOLO							
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT				FILE		DATE									
F-154		14-9-42																							
NATURE OF ACCIDENT																									

TYPE OF AC

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UND TD
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 AL-G SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 S.
 INJURY
 RAF

32 () JU. ()
 31 () TECH. ()
 30 () DISOB. ()
 29 () NEG/NCE ()
 28 () INEXP/NCE ()
 27 () MISCEL. ()
 26 () INSTRUCT. ()
 25 () FLT. CONTR. ()
 24 () OTHERS ()
 23 () PRIMARY ()
 22 () FL. CONTR. ()
 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. CONTR. ()
 3 () MISCEL. ()
 2 () UND TD ()
 1 () PRIMARY ()

19 ()
 18 ()
 17 ()
 16 ()
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 31 ()
 32 ()

DUTY ON WHICH ENGAGED:

Landing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Insufficient left rudder used to keep A/C straight after landing, A/C ground looped.

DATE:

COMPOSITION:

LS/55

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Carelessness on part of student in that he failed to use enough left rudder to keep A/C straight which resulted in a ground loop.~~

Swung

ACTION TAKEN:

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

Pupil pilot charged 4 days C.B.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C ground looped.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____