

19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14
31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13
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29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10
27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9
26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8
25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7
24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
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22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4
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17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	0
16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	0	0
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7	6	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
6	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT 11 E.F.T.S. Cap de la Madeleine 3	COM.	PLACE M.A.	DATE 28-3-43	TIME 1130
A/C TYPE Finch 11		No. 4670	CRASH CAT. C	SE x
NAME Cook, M.J.		RANK Iac. R155412	DUTY PP	ME x
TYPE A/F & ENGINE Finch 11 4670 Slightly		EXTENT OF DAMAGE Kimer 6024/1362 Nil.	REPORT FORM	SERIAL No.
SIGNAL No. & DATE		UNIT No & DATE	COM. No. & DATE	REPORT

DAY	NIGHT	INJURIES	SERIOUS
x		Nil.	FATAL INJURY
CARD SERIAL NO.			

INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.
		DUAL SOLO	DUAL SOLO	

HOURS FLOWN BY PILOTS	LANDING	TAKE-OFF	FLIGHT	STRATY	FATAL	INJ.	3RD.	1

UNIT No & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

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DUTY ON WHICH ENGAGED:

Seq. 6-7-8-10-12-15-16-17.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

When coming in to land A/C engine was idling too quickly resulting in longer float. This apparently threw students judgment off and the A/C landed heavily.

DATE:

COMPOSITION:

LH/PS-4 ✓ D-14

RECOMMENDATIONS:

PRIMARY CAUSE:

~~40. Landing heavy - flying into ground.~~

4. Heavy

4

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~32. Pilot error.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____