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|----------------------------|--------|-----------|-----------|----------------------|-----------|-------------|--------|-----------------|-------------|-------------|--------------|-----------------------|------------|-----------|---------------|-----------------|---------------|-------------|--------|---------|-----------|-----------|-------------|-----------------|-----------|-------------|--------------|---------|--------|---------|---------|--------|---------|---------|------------|-------|--------|---------|--------|---------|----------|--------|--------|-------|------|------|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | LUP'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UND'TD | PRIMARY | HAND O. | INSTS. | WEATHER | DRINKS. | AL'G SURF. | OTHER | UND'TD | PRIMARY | TAXING | LANDING | TAKE-OFF | FLIGHT | STATRY | FATAL | INJ. | 3RD. | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT #11 E.F.T.S. | | COM. | | PLACE | | | | | | | | | | | | DATE 16.4.43 | | TIME 1040 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cap de la Madeleine #3 TC | | M.A. | | H.Q. FILE 1100-46-73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Finch II | | No. 4673 | | CRASH CAT. G.1/2 | | SE X | | ME | | DAY X | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | RANK | | No. | | DUTY | | INJURIES | | | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stocks, L.M. | | LAC | | R164766 | | PP | | Nil | | | | | | | | | | | | FATAL | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roger Bellemare (Mechanic) | | Mechanic | | Severely | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | <i>NAFA</i> | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finch II #4673 | | Seriously | | | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kinner 6395/1746 Nil. | | | | | | | | | | | | | | DUAL SOLO | | DUAL SOLO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A.194 16.4.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:
Proceeding to solo cross country.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Before starting engine the pilot and mechanic exchanged the usual signals. On starting the propellor struck the mechanic, injured him and broke the propellor blade.

DATE:
COMPOSITION: 

RECOMMENDATIONS:

PRIMARY CAUSE:
~~56. Propellor swinging.~~
24. Prop.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Airman placed on charge and log book endorsed and logged.

44

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
~~24. Carelessness.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____