

TECH.	DISOB.	NEG/ICE	INEXP/ICE	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.	LUB'N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HANDO.	MISCELLANEOUS	CAUSES	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	2ND.	3RD.
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																	
CAUSES OF ACCIDENTS																																															
UNIT # 9 E.F.T.S.		COM.		PLACE Lot 187, Niagara Tp.,										DATE 24-1-41		TIME 1300		H.Q. FILE		St. Catharines, Ont. 1 Lincoln County, Ont.																											
A/C TYPE Finch II		No. 4565		CRASH CAT. A		SE X		ME		DAY X		NIGHT																																			
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS																																	
Comor, J.S.				IAC		R74209		P		Uninjured				FATAL		INJURY																															
										CARD SERIAL NO.																																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS						LAST 6 MOS.																													
Finch II		4565		Total								INST. NIGHT		ON TYPE		TOTAL																															
Kimmer B5R														DUAL SOLO		DUAL SOLO																															
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																																	
157 24-1-41		A, 11 24-1-41																																													
NATURE OF ACCIDENT																																															

DUTY ON WHICH ENGAGED: Practicing

COURT OF INQUIRY, INVESTIGATING OFFICER ILOC/AOC/PSF/N/N
OR COMMANDING OFFICER'S REPORT:

COMMANDING OFFICER'S REPORT

forced landing .

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 25-1-41

COMPOSITION:

Stall on gliding turn. WHILE PRACTICING,
LEFT WING DROPPED, THE PILOT ATTEMPTED TO BRING
IT UP BY APPLYING OPPOSITE AILERON WHICH, DUE TO
THE AIRCRAFT'S LOW SPEED, CAUSED THE FIRST TURN IN
A SPIN TO COMMENCE.

F/L W. .E. DBURY

RECOMMENDATIONS:

THAT INSTRUCTORS IMPRESS UPON THEIR PUPILS THAT WHEN PRACTICING
FORCED LANDINGS, ALL TURNS MUST BE COMPLETED AT A HEIGHT OF NOT LESS
THAN 500 FEET, AND THAT THE THROTTLE MUST BE OPENED AT NOT LESS
THAN 200 FEET.

PRIMARY CAUSE: DISOBEDIENCE. OF REGULATIONS.
THE PUPIL, WHILE PRACTICING SOLO FORCED LAND-
INGS, ALLOWED THE AIR-SPEED TO DROP BELOW SAFE
MINIMUM FLYING SPEED WHILE IN A GLIDING TURN
AT APPROX, 150 FEET.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____