

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		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT		COM.		PLACE										DATE		TIME																	
* 10 E.F.T.S.		I		Mt. HOPE AERODROME.										11-2-41		1010																	
Mt. HOPE, ONTARIO.														H.Q. FILE		1190-46-91																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																					
FINCH II		4691		D		X				X																							
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
HARGRAVE C.F.				LAC		J-23 ASD		P		UNINJURED				FATAL INJURY																			
														CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
FINCH II		4691		SLIGHT		D.14				14-2-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
KINNER		1656/		NIL								DUAL SOLO		DUAL SOLO																			
B5R		6309																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT
 HAND-O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.

TYPE OF A/C
 TYPE OF ENGINE
 CATEGORY

DISOB.
 TECH.
 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.
 LUB'N SYS.
 ENG. SR.
 AIRCREW A.
 ENG. CONTRS.
 MISCEL.
 UND'TD
 PRIMARY

DUTY ON WHICH ENGAGED: AUTHORIZED SOLO
PRACTICE IN TAKING OFF AND LANDING.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

THE PILOT DISOBEYED FLYING ORDERS IN THAT
AN IMPROPER APPROACH WAS MADE. HE LANDED
APPROXIMATELY 130 YARDS FROM WINDWARD BOUNDARY
AND RATHER THAN GO ROUND AGAIN TRIED TO STOP
WITH BRAKES.

PRIMARY CAUSE:

PILOT OVERSHOT BUT DID NOT GO ROUND AGAIN.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

ON HITTING ROUGH GROUND WITH BRAKES APPLIED
FULLY, AIRCRAFT SLOWED UP QUICKLY,
NOSING OVER.

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

COMMANDING OFFICER'S REPORT.

DATE: 14-2-41

COMPOSITION:

FLIGHT LIETENANT L.BB. PRICE.

LO/PSO

RECOMMENDATIONS:

NIL.

ACTION TAKEN:

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

RECORDED BY

DATE

CHECKED BY

DATE