

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
P		JU.	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	UNDT/D	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDT/D
4		PILOT		OTHERS				AIRFRAME FAILURE										ENGINE FAILURE														
CAUSES OF ACCIDENTS																																
UNIT <b>No. 4 EFTS</b>		COM. <b>3</b>		PLACE <b>No. 4 EFTS</b>										DATE <b>3-5-41</b>		TIME <b>1700</b>																
Windor-Mills		Aerodrome.										H.Q. FILE																				
A/C TYPE <b>Finch</b>		No. <b>4490</b>		CRASH CAT. <b>D</b>		SE		ME		DAY <b>X</b>		NIGHT																				
NAME										RANK		No....		DUTY		INJURIES						SERIOUS										
<b>Wallace, J.M.</b>										<b>LAC</b>		<b>R76133</b>		<b>P</b>		<b>Uninjured</b>						FATAL		INJURY								
TYPE A/F & ENGINE		No.		EXIEN. OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																				
<b>Finch</b>		<b>4490</b>		<b>Slight</b>								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.										
<b>Kinner</b>		<b>1449/6111</b>		<b>NIL</b>														DUAL SOLO		DUAL SOLO												
																				<b>23</b>		<b>23</b>										
SIGNAL No. & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE												
NATURE OF ACCIDENT																																

MISCELLANEOUS CAUSES  
 UNDT/D  
 PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNDT/D  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAIRY  
 FATAL  
 INJ.  
 SRO.  
 S.

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY

DUTY ON WHICH ENGAGED:

Take off and landing practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

LH/PSHD

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Wind shift caused plane to land with drift.

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

Incorrect use of controls when landing with drift.

ACTION TAKEN:

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

Pupils given instruction on correction for drift.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft landed with considerable amount of drift.

RECORDED BY

DATE

CHECKED BY

DATE