

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

JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOAITS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UNDTD PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UNDTD PRIMARY

TYPE OF A/C PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS
 UNIT # 11 E.F.T.S. COM. PLACE # 11 E.F.T.S. DATE 3-5-41 TIME 09:55
 CAP DE LA MAD. 3 CAP DE LA MAD AERODROME H.Q. FILE 1100-47-30

A/C TYPE FINCH II No. 4730 CRASH CAT. B SE X ME DAY X NIGHT
 FINCH II 4648 B X X

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS
BRINGLOE J.H.R. 4730 (B)		78804	P	VERY SLIGHTLY INJURED	FATAL INJURY
BONE A.C.R. 4648	LAC	85742	P	SLIGHTLY INJURED.	
					CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				
						INST.	NIGHT	ON TYPE		TOTAL
FINCH	4730							DUAL SOLO	DUAL SOLO	
KINNER										17
FINCH	4648									14
KINNER										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
	459 3-5-41				

NATURE OF ACCIDENT

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

CAUSES MISCELLANEOUS
 UNDTD PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJ. 3RD. 5 6
 INJURY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJ. 3RD. 5 6
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER ^{MULT}

ROUTINE SOLO PRACTICE.

OR COMMANDING OFFICER'S REPORT: ICA/ACL

NARRATIVE REPORT. ICA/XA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 4-5-41

A/C 4648 WAS COMING IN TO LAND AND AT ABOUT 700

COMPOSITION:

SQUADRON LEADER (J.M.W. ST. PIERRE)

FT. A/C 4730 GLIDED BY AND TOOK UP A POSITION TO

THE LEFT. A/C 4730 DID A GLIDING TURN TO THE ~~RIGHT~~ LEFT

AND IN ORDER TO AVOID A COLLISION, A/C 4648 ALTERED ITS

COURSE TO THE RIGHT, BUT A/C 4730 DRIFTED CLOSER. RECOMMENDATIONS:

A/C 4648 TURNED SLIGHTLY TO THE RIGHT AGAIN, AND

BEING SATISFIED BEGAN TO LEVEL OFF. AT ABOUT 10 FT.

~~PRIMARY CAUSE:~~

A/C 4730 RIGHT WING ~~DRIFTED~~ DOCKED WITH THE

LEFT OF A/C 4648, THUS CAUSING A COLLISION.

PRIMARY CAUSE

DUE TO A SUDDEN CHANGE IN THE WIND, AND THE PILOT OF 4730 NOT BEING ABLE TO CHECK THE DRIFT DUE TO INEXPERIENCE, A/C 4730 COLLIDED WITH A/C 4648.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

CHANGE IN THE WIND.

RECORDED BY

DATE

CHECKED BY

DATE