

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																																																
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<table border="1"> <tr> <td colspan="1">TECH.</td> <td colspan="1">DISOB.</td> <td colspan="1">NEG/NC</td> <td colspan="1">INEXP/NC</td> <td colspan="1">MISCEL.</td> <td colspan="1">INSTRUCT.</td> <td colspan="1">FLT. CONTR.</td> <td colspan="1">OTHERS</td> <td colspan="1">PRIMARY</td> <td colspan="1">FL. CONTRS.</td> <td colspan="1">MOV. SURFS.</td> <td colspan="1">STAB SURFS.</td> <td colspan="1">W. STRUTS</td> <td colspan="1">LAND. GEAR</td> <td colspan="1">FLOATS</td> <td colspan="1">FUSE OR HULL</td> <td colspan="1">TAIL SKID OR W.</td> <td colspan="1">ENGINE MOUNT.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">FUEL SYS.</td> <td colspan="1">COOL SYS.</td> <td colspan="1">IGNIT. SYS.</td> <td colspan="1">LUB'N SYS.</td> <td colspan="1">ENG. STR.</td> <td colspan="1">AIRSCREW A.</td> <td colspan="1">ENG. CONTRS.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">HAND O.</td> <td colspan="1">INSTS.</td> <td colspan="1">WEATHER</td> <td colspan="1">DRKNS.</td> <td colspan="1">ALG SURF.</td> <td colspan="1">OTHER</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">TAXING</td> <td colspan="1">LANDING</td> <td colspan="1">TAKE-OFF</td> <td colspan="1">FLIGHT</td> <td colspan="1">STAIRY</td> <td colspan="1">FATL</td> <td colspan="1">INJ.</td> <td colspan="1">SRO.</td> <td colspan="1">S/N</td> </tr> </table>																																TECH.	DISOB.	NEG/NC	INEXP/NC	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.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STAIRY	FATL	INJ.	SRO.	S/N
TECH.	DISOB.	NEG/NC	INEXP/NC	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.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STAIRY	FATL	INJ.	SRO.	S/N																																
PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE																																																																												
CAUSES OF ACCIDENTS																																																																															
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Mount Hope, Ont.	H.Q. FILE																																																																														
A/C Finch	No. 4587	CRASH CAT. D 1	SE	ME	DAY X	NIGHT																																																																									
TYPE	No.	DUTY	INJURIES	SERIOUS																																																																											
NAME Hill, C.L.	RANK LAC	No. 782321	DUTY P	INJURIES Uninjured	SERIOUS FATAL	SERIOUS INJURY																																																																									
CARD SERIAL NO.																																																																															
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.																																																																			
Finch	4587	Nil						11		11		11																																																																			
Kinner	1777/6431	Nil																																																																													
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE																																																																										
NATURE OF ACCIDENT																																																																															

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Practising sequence 7 & 9.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

LM/PCM/UBP

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

When I landed I kicked right rudder as my right wing was low and I caught the brake and caused the aircraft to go on its nose.

RECOMMENDATIONS:

PRIMARY CAUSE: When landing aircraft started to turn.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

On correcting turn, brakes were applied too hard.

RECORDED BY

DATE

CHECKED BY

DATE