

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
TECH. DISOB. NEG-WCE INEX/PNCE MISCEL. INSTRUCT. FLY. 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. AIRSCREW A. ENG. CONTRS. MISCEL. UNLTD. PRIMARY HAND.O. INSTS. WEATHER. DRINKS. AL'S SURF. OTHER UND'TD PRIMARY TAXIING LANDING TAKE OFF FLIGHT STATRY FATAL INJ. 3RD. 5 4																															
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE	
CAUSES OF ACCIDENTS																															
UNIT # 9 E.F.T.S. St. Catharines										COM. 1					PLACE On Airport										DATE 26-6-41					TIME 17:40	
A/C TYPE Finch II										No. 4569					CRASH CAT. D ₁					SE x		ME		DAY x		NIGHT					
NAME										RANK		No.		DUTY		INJURIES										SERIOUS					
McGuire F.H. P/O												143 J19505		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 Kinner										4569		Slight.					INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.						
										1517/6167 N11											DUAL SOLO		DUAL SOLO								
																					16										
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE		DATE				
NATURE OF ACCIDENT																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

LH/PS 44/USH

Pilot was practising take-offs and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Monthly Accident R. turn.

COMPOSITION:

Pilot, in landing, levelled off too high, dropping heavily on the right wheel causing damage to right oleo strut. Accident was attributed to an error in judgment.

RECOMMENDATIONS:

Pilot has since been given additional instruction in landings.

PRIMARY CAUSE:

Error in judgment on the part of the pilot.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____