

32 P	31 JU.	30 TECH.	29 DISOB.	28 NEG-NCE	27 INEXP NCE	26 MISCEL.	25 INSTRUCT.	24 FLT. CONTR.	23 OTHERS	22 PRIMARY	21 FL. CONTS.	20 MOV. SURFS.	19 STAB. SURFS.	18 W. STRUTS	17 LAND GEAR	16 FLOATS	15 FUSE OR HULL	14 TAIL SKID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UNDTD	10 PRIMARY	9 FUEL SYS.	8 COOL SYS.	7 IGNIT SYS.	6 LUB N SYS.	5 ENG STR.	4 AIRSCREW A.	3 ENG. CONTS.	2 MISCEL.	1 UNDTD	19 HAND Q.	18 PRIMARY	17 HAND Q.	16 HAND Q.	15 INSTS.	14 WEATHER	13 DRKNS.	12 ALG SURF.	11 OTHER	10 UNDTD	9 PRIMARY	8 TAKING	7 LANDING	6 FLIGHT	5 STATRY	4 FATAL	3 INJ.	2 3RD.	1 RAF
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																				
CAUSES OF ACCIDENTS																										UNIT 11 E.F.T.S. Cap de la Madeleine 3		COM. 3		PLACE 16 miles from Aerodrome								DATE 19-8-41		TIME 0355		H.Q. FILE 1100-46-56								
A/C TYPE Finch		No. 4656		CRASH CAT. B		SE X		ME		DAY X		NIGHT																																						
NAME Ernst, J.D.			RANK LAC		No. R90394		DUTY P.		INJURIES Uninjured.				SERIOUS		FATAL		INJURY		CARD SERIAL NO.																															
TYPE OF ENGINE			TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT								ON TYPE		TOTAL		LAST 6 MOS.																					
CATEGORY			Finch		4656		Seriously																		14: 11:		14: 11:																							
SIGNAL No. & DATE 19-8-41				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																														
NATURE OF ACCIDENT																																																		

DUTY ON WHICH ENGAGED:

Practice landing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Pilot side slipped into ground turned over. Pupil pilot sideslipped too close to the ground while practising forced landings, kept drifting in recovery, lost airspeed and stalled. Wing of aircraft hit ground and turned over.

1205/14 / 5001

RECOMMENDATIONS:

PRIMARY CAUSE:

Pupil side-slipped too close to the ground contrary to orders of flying instructor.

ACTION TAKEN:

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

Log Book endorsed in accordance with C.A.P. 100.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Wheel and wing hit ground, caused aircraft to turn on its back.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____