

32 A	31 1	30 2	29 3	28 4	27 5	26 6	25 7	24 8	23 9	22 10	21 11	20 12	19 13	18 14	17 15	16 16	15 17	14 18	13 19	12 20	11 21	10 22	9 23	8 24	7 25	6 26	5 27	4 28	3 29	2 30	1 31	32 A																		
19 1	18 2	17 3	16 4	15 5	14 6	13 7	12 8	11 9	10 10	9 11	8 12	7 13	6 14	5 15	4 16	3 17	2 18	1 19	32 A	31 B	30 C	29 D	28 1	27 2	26 3	25 4	24 5	23 6	22 7	21 8	20 9	19 10	18 11	17 12	16 13	15 14	14 15	13 16	12 17	11 18	10 19	9 20	8 21	7 22	6 23	5 24	4 25	3 26	2 27	1 28
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																				
CAUSES OF ACCIDENTS																																																		
UNIT # 4 E.F.T.S.		COM. 3		PLACE MAIN AERODROME		DATE 14-9-41		TIME 13:30																																										
WINDSOR MILLS ONT.						H.O. FILE																																												
A/C TYPE FINCH		No. 4482		CRASH CAT. C		SE X ME		DAY X NIGHT																																										
NAME			RANK	No.	DUTY	INJURIES			SERIOUS																																									
PARKIN C.A.			1/SGT	R103262	FI	UNINJURED.			FATAL	INJURY																																								
LAPOINTE PP			LAC	R79438	PP	UNINJURED.																																												
										CARD SERIAL No.																																								
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																																											
FINCH		4482	SLIGHTLY				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS																																					
KINNER		1771/6428	NIL				13	-	13	231	-	-																																						
							-	-	10																																									
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																								
NATURE OF ACCIDENT																																																		

CAUSES
 MISCELLANEOUS
 FLIGHT
 STAGE OF
 PRIMARY
 UND TD
 OTHER
 ALG SURF.
 WEATHER
 INSTS.
 HAND Q.

DUTY ON WHICH ENGAGED:

PRACTICE LANDINGS AND TAKE-OFFS - (DAY)

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

INSTRUCTOR ALLOWED PUPIL TO SWERVE SO MUCH ON TAKE-OFF THAT HE COULD NOT CHECK SWERVE IN TIME TO PREVENT GROUND LOOP.

PRIMARY CAUSE:

INEXPERIENCE ON THE PART OF THE INSTRUCTOR IN NOT CHECKING PUPIL SOON ENOUGH.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING SCRAPER ON GROUND CAUSING AIRCRAFT TO GROUND LOOP.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

MONTHLY ACCIDENT RETURN.

DATE:

COMPOSITION:

05/11/46

RECOMMENDATIONS:

ACTION TAKEN:

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

INSTRUCTORS WARNED TO CHECK PUPILS SOONER TO PREVENT REPETITION OF THIS TYPE OF ACCIDENT.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____