

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															
PILOT																	OTHERS										AIRFRAME FAILURE										ENGINE FAILURE									
CAUSES OF ACCIDENTS																																														
UNIT # 4 E.F.T.S.										COM. 3					PLACE Aerodrome										DATE 23-9-41					TIME 15:00																
Windsor Mills																									H.Q. FILE 1100-44-76																					
A/C TYPE Finch II										No. 4476					CRASH CAT. C-2					SE x		ME		DAY x		NIGHT																				
NAME Pleau J.J.P.A.										RANK LAC			No. R79440		DUTY P			INJURIES Uninjured.										SERIOUS																		
																												FATAL		INJURY																
																												CARD SERIAL No.																		
TYPE A/F & ENGINE Finch II										No. 4476			EXTENT OF DAMAGE SLIGHTLY			REPORT FORM		SERIAL No.		DATE			HOURS FLOWN BY PILOTS																							
Kinner										1442/6103 NIL											INST. -		NIGHT -		ON TYPE 20		TOTAL 2		LAST 6 MOS.																	
SIGNAL No & DATE										UNIT No. & DATE A 490 24-9-41					COM. No. & DATE					REPORT					FILE					DATE																
NATURE OF ACCIDENT																																														

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT
 UND'TD
 PRIMARY
 FUEL SYS.
 COOL SYS.
 IGNIT. SYS.
 LUB'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG CONTS.
 MISCEL.
 HANDO.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 RAI

DUTY ON WHICH ENGAGED:

Take offs and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft ground looped. AFTER LANDING, AIRCRAFT WAS ALLOWED TO SWERVE CAUSING WING TIP TO DRAG ON THE GROUND THEREBY TIPPING AIRCRAFT UP ON ITS NOSE.

DATE:

MONTHLY ACCIDENT RETURN.

COMPOSITION:

L S / P S S / W W C

RECOMMENDATIONS:

PRIMARY CAUSE:

Wind swing, caused bounce.

NO CORRECTION FOR DRIFT WHEN COMING FOR LANDING.

ACTION TAKEN:

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

INSTRUCTORS WARNED TO CHECK PUPILS AS OFTEN AS POSSIBLE ON CROSS WIND, LANDINGS AND TAKE-OFFS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING DRAGGED THE GROUND AND AIRCRAFT WENT UP ON ITS NOSE.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____