

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 <b>10 E.F.T.S.</b>				COM. <b>1</b>		PLACE <b>Mount Hope Aerodrome,</b>						DATE <b>15-10-41</b>		TIME <b>13:25</b>																	
<b>Mount Hope, Ont.</b>				<b>1</b>		<b>Mount Hope Aerodrome,</b>						H.Q. FILE <b>1100-45-88</b>																			
A/C TYPE <b>Finch II</b>				No. <b>4588</b>		CRASH CAT. <b>C 1</b>		SE <b>x</b>		ME		DAY <b>x</b>		NIGHT																	
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
<b>Wiltshire, W.F.</b>				<b>LAC</b>		<b>R109622 P.</b>				<b>Uninjured.</b>				FATAL INJURY																	
														CARD SERIAL NO.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																					
<b>Finch II</b>		<b>Slight</b>		<b>4588</b>						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.															
<b>Kinner B5R</b>		<b>6189</b>		<b>Nil</b>						:50	----	20	7	21	7																
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT		FILE		DATE															
<b>499 15-10-41</b>																															
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES  
 HAND O.  
 INSTS.  
 WEATHER  
 DRKNS.  
 AL'G SURF.  
 OTHER  
 UNDTD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

**Solo flying training.**

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

**Tail rising for take off when gust  
of wind swung aircraft and wing  
struck ground.**

*02/PS S/2006*

RECOMMENDATIONS:

PRIMARY CAUSE:

Nil

**Gust of wind caused wing to strike  
ground.**

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Failure to take proper corrective rudder action**

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_