

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																												
TECH.		DISOB.		NEG/NC		INEXP/NC		MISCEL.		INSTRUCT.		FLT. 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.		UNTD	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																													
CAUSES OF ACCIDENTS																																																											
UNIT <b>3 E.F.T.S.</b>								COM. <b>1</b>				PLACE <b>4 miles south of London</b>										H.O. FILE <b>20-10-41</b>				TIME <b>0910</b>																																	
A/C TYPE <b>Finch II</b>								No. <b>4434</b>				CRASH CAT. <b>A</b>				SE <b>X</b>		ME		DAY <b>X</b>				NIGHT																																			
NAME								RANK		No.		DUTY		INJURIES										SERIOUS																																			
* <b>Cambell Dougald, A</b>								<b>SGT</b>		<b>R78851</b>		<b>P.</b>		<b>Dangerously injured,</b>										FATAL		INJURY																																	
<b>Disbrowe Martin</b>								<b>LAD</b>		<b>R116603</b>		<b>P.P.</b>		<b>Killed.</b>										<b>X</b>		<b>X</b>																																	
* <b>Cambell, D.A. died 2-11-41</b>																								CARD SERIAL No.																																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																															
<b>Kinner</b>		<b>6006</b>		<b>Total</b>								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																																					
<b>Finch</b>		<b>4434</b>		<b>Total</b>								<b>13</b>		<b>9</b>		<b>85</b>		<b>609</b>		<b>89</b>		<b>610</b>																																					
		<b>1344</b>														<b>1:25</b>		<b>1:25</b>																																									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																							
<b>T318</b>				<b>30-10-41</b>																																																							
NATURE OF ACCIDENT																																																											

CAUSAL NECESSARY  
 MISCELLANEOUS  
 UNTD  
 PRIMARY  
 HAND Q.  
 WEATHER  
 INSTS.  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNTD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ  
 3RD  
 5 2

DUTY ON WHICH ENGAGED:

Dual Instruction sequences 1-1A-  
2-3-4

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft appears to have hit ground  
at high speed and nosed in.

PRIMARY CAUSE:

The Pilot manoeuvred into a spin.  
It appears that the spin became  
flat with insufficient height to  
recover.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft nosed into ground.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY 141

DATE: OCTOBER 30TH, 1941.

COMPOSITION:

President	Sqn. Ldr.	White, R.J.	(C.731)
Member	F.O.	Kennedy, J.L.	(C.1476)
Member	F.O.	Coumans, O.B.	(C.5272)

RECOMMENDATIONS:

(1) All Instructors be fully qualified to recover  
from flat spins. (2) System as practised for signing  
out aircraft as serviceable at this school is  
questioned. Evidence submitted shows personnel not in  
possession of proper certificates.

ACTION TAKEN:

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

N.A. (48 hour report D.6)

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_