

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, Windsor Mills										DATE 20-10-41		TIME 14:45																	
Windsor Mills		3		Aerodrome, Windsor Mills										H.Q. FILE 1100-44-91																			
A/C TYPE Finch II		No. 4491		CRASH CAT. C 2		SE X		ME		DAY X		NIGHT																					
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS																			
Desautels, J.A.F.				LAC		R79399		P.		Uninjured				FATAL INJURY																			
														CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL NO.		DATE		HOURS FLOWN BY PILOTS																					
Finch II		4491		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Kinner B5R		6400		Nil								7:00		3145 2200		3145 2200																	
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
A 540 20-10-41																																	
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY

TYPE OF A/C
 TYPE OF ENGINE
 CATEGORY

TECH.
 DISO.B.
 NEG NCE
 INEXP NCE
 MISCEL.
 INSTRUCT.
 FLT. CONTR.
 OTHERS
 PRIMARY
 FL. CONTRS.
 MOV. SURFS.
 STAB. SURFS.
 W. STRUTS
 LAND. GEAR
 FLOAITS
 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.
 UND TD

19
 18
 17
 16
 15
 14
 13
 12
 11
 10
 9
 8
 7
 6
 5
 4
 3
 2
 1

DUTY ON WHICH ENGAGED:

Forced landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Landing after routine flight foot
slipped on rudder applying brakes
involuntarily and causing ground loop.**

DATE:

COMPOSITION:

25/1/59

RECOMMENDATIONS:

PRIMARY CAUSE:

Nil

Inexperience of pilot and carelessness
in that his foot was not placed properly
on rudder when carrying out landing.

ACTION TAKEN:

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

All pupils checked to find out if feet
are in proper position on rudder when
landing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Missapplication of controls caused A/C
to ground loop.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____