

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	19																																															
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<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG NCE</td><td>INEX NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL CONTRS.</td><td>MOV. SURFS.</td><td>STAB SURFS.</td><td>W. STRUTS.</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UNDYD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB N SYS.</td><td>ENG STR.</td><td>AIRSCREW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UNDYD</td><td>PRIMARY</td><td>HAND Q.</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>ALG SURF.</td><td>OTHER</td><td>UNDYD</td><td>PRIMARY</td><td>TAXIING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>SN</td> </tr> </table>																																	TECH.	DISOB.	NEG NCE	INEX NCE	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.	UNDYD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB N SYS.	ENG STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDYD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDYD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD.	SN
TECH.	DISOB.	NEG NCE	INEX NCE	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.	UNDYD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB N SYS.	ENG STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDYD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDYD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD.	SN																																	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																	
CAUSES OF ACCIDENTS																																																																															
UNIT 12 E.F.T.S.										COM. 1					PLACE Aerodrome, Goderich, Ont.										DATE 9-11-41					TIME 11:50																																																	
Goderich, Ont.										1					Aerodrome, Goderich, Ont.										H.Q. FILE 1100-44-57																																																						
A/C TYPE Fleet Finch II										No. 4457					CRASH CAT. C 1					SE x		ME		DAY x		NIGHT																																																					
NAME										RANK		No.		DUTY		INJURIES										SERIOUS																																																					
Reynolds, W.										Sgt		R71991		P.		Uninjured.										FATAL	INJURY																																																				
Bridges, D.C.										LAC		R98411		P.P.		Uninjured.																																																															
																										CARD SERIAL NO.																																																					
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																																																													
Finch II										4457		Slight						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS																																																							
Kinner B5R 6294										NIL								11	5	3	615	43	615																																																								
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SIGNAL No & DATE										UNIT No & DATE					COM. No & DATE					REPORT			FILE		DATE																																																						
A 336										10-11-41																																																																					
NATURE OF ACCIDENT																																																																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Sequence 3.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Plane tipped over breaking propellor

COMPOSITION:

T.M. / 1900 / 1900 / 1900

RECOMMENDATIONS:

PRIMARY CAUSE:

NIL

Applied brakes too suddenly.

TAXIED TOO FAST.

ACTION TAKEN:

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

LOG BOOK ENDORSED.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C NOSED UP AND BROKE PROPELLOR.

RECORDED BY

DATE

CHECKED BY

DATE