

32 P	31 JU.	30 TECH.	29 DISOB.	28 NEG-NCE	27 INEXP NCE	26 MISCEL.	25 INSTRUCT.	24 FLT. CONTR.	23 OTHERS	22 PRIMARY	21 FL. COMTS.	20 MOV. SURFS.	19 STAB SURFS.	18 W. STRUTS	17 LAND GEAR	16 FLOATS	15 FUSE OR HULL	14 TAIL SKID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UND TD	10 PRIMARY	9 FUEL SYS.	8 COOL SYS.	7 IGNIT. SYS.	6 LUB N SYS.	5 ENG. STR.	4 AIRSCREW A.	3 ENG. COMTS.	2 MISCEL.	1 UND TD						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																						
CAUSES OF ACCIDENTS																																					
UNIT 9 E.F.T.S.												COM. 1		PLACE Aerodrome, St. Catharines												DATE 16/11/41				TIME 13:15							
St. Catharines.												H.Q. FILE I100-45-62																									
A/C TYPE Finch II												No. 4562		CRASH CAT. C 1		SE		ME		DAY X		NIGHT															
NAME												RANK		No.		DUTY		INJURIES								SERIOUS											
Barron, C.M.												LAC		R103270		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												4562		Slight								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.							
Kinner B5R												6194		Nil								Nil Nil		15 5		15 5											
SIGNAL No. & DATE												UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE									
A 125												17-11-41																									
NATURE OF ACCIDENT																																					
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
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- 9
- 8
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- 2
- 1
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- 2
- 1

DUTY ON WHICH ENGAGED:

Routine Training flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RL70

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

While landing using power approach pilot overshot and ran into soft ground - aircraft turned over damaging rudder and wind screen error in judgment.

20/1/50

RECOMMENDATIONS:

PRIMARY CAUSE:

Nil

Error in judgment in that pilot mis-judged distance for landing.

ACTION TAKEN:

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

This pilot's training has since been discontinued. Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft struck soft ground, causing turn up.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____