

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
																JU. TECH. DISOB. NEG NCE INEXP NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURFS. STAB SURFS. W. STRUTS LAND. GEAR FLOATS FUSE OR HULL TAIL SWD OR W. ENGINE MOUNT. MISCEL. UND TD PRIMARY FUEL SYS. COOL SYS. IGNIT SYS. LUB N SYS. ENG STR. AIRSCREW A. ENG CONTRS. MISCEL. UNK TO PRIMARY															
PILOT			OTHERS			AIRFRAME FAILURE						ENGINE FAILURE																			
CAUSES OF ACCIDENTS																															
UNIT 6 S.F.T.S. Dunnville, Ont		COM. No. 1		PLACE Aerodrome				DATE 3-11-41		TIME 1645																					
A/C TYPE Yale		No. 3395		CRASH CAT. C 2		SE X		ME X		DAY X		NIGHT																			
NAME			RANK	No.	DUTY	INJURIES						SERIOUS																			
McLeod, M. L.			NZ	LAC 411916	P	Uninjured						FATAL	INJURY																		
												CARD SERIAL No.																			
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																						
Yale		3395	SLIGHT						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.																
Wright		15093	NIL								DUAL	SOLO	DUAL	SOLO																	
									21	12	25	20	69	58																	
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																
A527 4-11-41																															
NATURE OF ACCIDENT																															
																UNK TO HANDO. PRIMARY INSTS. WEATHER DRKNS. ALG SURF. OTHER UND TD PRIMARY TRAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. S (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

DUTY ON WHICH ENGAGED:

Takeoffs and landings

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot did not correct drift in cross wind landing and the aircraft ground looped.

DATE:

3170

COMPOSITION:

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

INABILITY AND INEXPERIENCE IN NOT CORRECTING FOR DRIFT,

ACTION TAKEN:

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

LOG BOOK ENDORSED "INEXPERIENCE"

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING TIP STRIKING GROUND.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____