

32	JUL	TECH.	DISOB.	NEG'VE	INEXP'NC	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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. CONTR.	MISCEL.	UNEXP'D	PRIMARY	1																	
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TYPE OF A/C		CAUSES OF ACCIDENTS																		MISCELLANEOUS CAUSES		STAGE OF FLIGHT																												
UNIT 9 E.F.T.S.		COM.		PLACE		DATE 7-12-41		TIME 15:30		H.Q. FILE 7100-45-62		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		HAWK		INSTS.		WEATHER																				
St. Catharines, Ont 1		Aerodrome, St. Catharines		Finch II		4562		C 1/2		x		x		x		x		x		x		x		x		UNEXP'D		PRIMARY		MISCEL.																				
NAME			RANK		No.		DUTY		INJURIES				SERIOUS		FATAL		INJURY		CARD SERIAL NO.		OTHER DRKNS.		ALG SURF.		UND'TD		PRIMARY		TAKING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INU.		3RD.		RAF		K-1		D	
Benoit, F.J.			LAC		R117552 P.		Uninjured.																																											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										LAST 6 MOS.																												
Finch II		4562		Slight								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																														
Finner B5R 6194		N11										Nil		Nil		17		5		17		5																												
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE		NATURE OF ACCIDENT																																		
A134 8-12-41																																																		

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Routine training flying.

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot failed to correct swing to right soon enough to prevent ground loop. Left wing dropped and the nose swung to the right. Pilot failed to counteract this and a/c went up on its nose.

COMPOSITION: *LS/PSS*

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Inexperience, on the part of pilot in that he used an incorrect procedure in overcoming left wing tip and swung to right while landing.

ACTION TAKEN:

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

Pilot has been given additional instruction in sequences 7 & 9. Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft went up on nose.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____