

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																																															
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<table border="1"> <tr> <td colspan="1">TECH.</td> <td colspan="1">DISOB.</td> <td colspan="1">NEG/NCE</td> <td colspan="1">INEXP NCE</td> <td colspan="1">MISCELL.</td> <td colspan="1">INSTRUCT.</td> <td colspan="1">FLT. CONTR.</td> <td colspan="1">OTHERS</td> <td colspan="1">PRIMARY</td> <td colspan="1">FL. CONTRS.</td> <td colspan="1">MOV. SURFS.</td> <td colspan="1">STAB. SURFS.</td> <td colspan="1">W. STRUTS.</td> <td colspan="1">LAND. GEAR.</td> <td colspan="1">FLOAITS</td> <td colspan="1">FUSE. OR HULL</td> <td colspan="1">TAIL SKID OR W.</td> <td colspan="1">ENGINE MOUNT.</td> <td colspan="1">MISCELL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">FUEL SYS.</td> <td colspan="1">COOL SYS.</td> <td colspan="1">IGNIT. SYS.</td> <td colspan="1">LUB. SYS.</td> <td colspan="1">ENG. STR.</td> <td colspan="1">AIRSCREW A.</td> <td colspan="1">ENG. CONTRS.</td> <td colspan="1">MISCELL.</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">HAND O.</td> <td colspan="1">INSTS.</td> <td colspan="1">WEATHER</td> <td colspan="1">DRYNS.</td> <td colspan="1">ALG. SURF.</td> <td colspan="1">OTHER</td> <td colspan="1">UNDTD</td> <td colspan="1">PRIMARY</td> <td colspan="1">TAXING</td> <td colspan="1">LANDING</td> <td colspan="1">TAKE-OFF</td> <td colspan="1">FLIGHT</td> <td colspan="1">STFTRY</td> <td colspan="1">FATAL</td> <td colspan="1">INJ.</td> <td colspan="1">3RD.</td> </tr> </table>																																TECH.	DISOB.	NEG/NCE	INEXP NCE	MISCELL.	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.	MISCELL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB. SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCELL.	UNDTD	PRIMARY	HAND O.	INSTS.	WEATHER	DRYNS.	ALG. SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STFTRY	FATAL	INJ.	3RD.
TECH.	DISOB.	NEG/NCE	INEXP NCE	MISCELL.	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.	MISCELL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB. SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCELL.	UNDTD	PRIMARY	HAND O.	INSTS.	WEATHER	DRYNS.	ALG. SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STFTRY	FATAL	INJ.	3RD.																																
PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE																																																																											
CAUSES OF ACCIDENTS																																																																														
UNIT	21 E.F.T.S. Chatham, N.B.	COM.	3	PLACE	M.A.	DATE	3-3-42	TIME	1500	H.Q. FILE	1100-48-5																																																																			
A/C TYPE	Finch 11	No.	4805	CRASH CAT.	C1	SE	x	ME		DAY	I	NIGHT																																																																		
NAME	Shanks, G.	RANK	LAC	No.	R126246	DUTY	PP	INJURIES	Uninjured	SERIOUS	FATAL	INJURY																																																																		
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.																																																																				
Finch 11	4805	Slight				.50	---	18	7	18	7																																																																			
Kinmer B5	1785/6432	Nil																																																																												
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE																																																																									
A-72	4-3-42																																																																													
NATURE OF ACCIDENT																																																																														

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Solo practice

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Undershot on landing hitting soft snow behind compacted area, and went over on back.

DATE:

LU/110/750

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Undershooting on landing.~~

3. Undershot

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Hit soft snow behind compacted area.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____