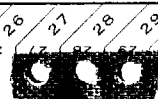


|  |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
|--|----|-------------|-----------------|-------------------------------|-------------------------------|-----------------|-----------------------|--------------|---------------|-----------|------|-----------------------|-----------------------|--------|-------------------------|---------|--------------------|-------------|----------------|-------------|----|-------------|----|-----------|----|-----------|----|--------|----|--------------|----|-----------------|--|---------------|--|---------|--|-------|--|---------|--|-----------|--|-----------|--|------------|--|------------|--|-----------|--|-------------|--|--------------|--|---------|--|
| 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 |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| 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 SKID OR W. |  | ENGINE MOUNT. |  | MISCEL. |  | UNDTD |  | PRIMARY |  | FUEL SYS. |  | COOL SYS. |  | IGNIT SYS. |  | LUB N SYS. |  | ENG. STR. |  | AIRSCREW A. |  | ENG. CONTRS. |  | MISCEL. |  |
| PILOT                                  |    | OTHERS      |                 | AIRFRAME FAILURE              |                               | ENGINE FAILURE  |                       |              |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| CAUSES OF ACCIDENTS                    |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| UNIT<br>13 E.F.T.S.<br>St. Eugene, Ont |    | COM.<br># 3 |                 | PLACE<br>Aerodrome St. Eugene |                               | DATE<br>13-5-42 |                       | TIME<br>1500 |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| A/C<br>TYPE<br>Fleet Finch II          |    | No.<br>4539 |                 | CRASH<br>CAT.<br>"C 1"        |                               | SE<br>x         |                       | ME<br>x      |               | DAY<br>x  |      | NIGHT                 |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| NAME<br>Smith R.                       |    |             | RANK<br>LAC     |                               |                               | No.<br>R137567  |                       |              | DUTY<br>PP    |           |      | INJURIES<br>Uninjured |                       |        | SERIOUS<br>FATAL INJURY |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| TYPE OF ENGINE                         |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| TYPE A/F<br>& ENGINE<br>Finch II       |    |             | No.<br>4539     |                               | EXTENT<br>OF DAMAGE<br>Slight |                 | REPORT<br>FORM<br>N11 |              | SERIAL<br>No. |           | DATE |                       | HOURS FLOWN BY PILOTS |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
|  |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       | INST. NIGHT           |        | ON TYPE<br>DUAL SOLO    |         | TOTAL<br>DUAL SOLO |             | LAST<br>6 MOS. |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
|  |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       | -----                 |        | 14 3                    |         | 14 3               |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| SIGNAL No. & DATE<br>E-83 13-5-42      |    |             | UNIT No. & DATE |                               |                               | COM. No. & DATE |                       |              | REPORT        |           |      | FILE                  |                       |        | DATE                    |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |
| NATURE OF ACCIDENT                     |    |             |                 |                               |                               |                 |                       |              |               |           |      |                       |                       |        |                         |         |                    |             |                |             |    |             |    |           |    |           |    |        |    |              |    |                 |  |               |  |         |  |       |  |         |  |           |  |           |  |            |  |            |  |           |  |             |  |              |  |         |  |

MISCELLANEOUS CAUSES  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNDTD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 INJ.



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

R170

**Landing.**

DATE:

LMI/1107/11/14

COMPOSITION:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Aircraft landed rolled straight  
brakes applied too harshly and  
aircraft nosed over.**

RECOMMENDATIONS:

**Nil**

PRIMARY CAUSE:

**Harsh application of brakes.**

**OTHERS**

ACTION TAKEN:

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

**Pilot given 7 days C.B. and 3 weeks R.P.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Aircraft nosed over.**

RECORDED BY

DATE

CHECKED BY

DATE