

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								
10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10							
TECH.	DISOB.	NEG.NCE	INEXP.NCE	MISCEL.	INSTRUCT.	FLT.CONTR.	OTHERS	PRIMARY	FL.CONTS.	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.CONTS.	MISCEL.	UNDTD	PRIMARY									
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE									
CAUSES OF ACCIDENTS																																							
UNIT 11 E.F.T.S.								COM. 3				PLACE MA								DATE 7-8-42				TIME 0955															
CAP DE LA MADELEINE								3				MA								H.Q. FILE 1120-45-45																			
A/C TYPE FINCH 11								No. 4545				CRASH CAT. B				SEX X		ME		DAY X		NIGHT																	
NAME								RANK		No.		DUTY		INJURIES								SERIOUS																	
LANDRY, G.J.J.E								LAC		R134557		PP		SLIGHTLY INJURED								FATAL		INJURY															
																						1																	
																						CARD SERIAL No.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																											
FINCH 11		4545		Serious								INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																			
Kinner		6291		Serious										DUAL SOLO		DUAL SOLO																							
														10		10																							
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																			
A375 7-8-42																																							
NATURE OF ACCIDENT																																							
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								
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								
INJURY	INJ.	3RD.	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									
UNDTD	PRIMARY	HAND O.	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21							
MISCELLANEOUS	WEATHER	INSTS	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20								
CAUSES	DRKNS	AL'C SURF.	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18								
STAGE OF FLIGHT	UNDTD	OTHER	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17								
FLIGHT	TAXING	UNDTD	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16								
TAKE-OFF	LANDING	UNDTD	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15								
FLIGHT	FLIGHT	UNDTD	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14								
FATAL	FATAL	UNDTD	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13								
FLIGHT	FLIGHT	UNDTD	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12								
FLIGHT	FLIGHT	UNDTD	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11								
FLIGHT	FLIGHT	UNDTD	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10								
FLIGHT	FLIGHT	UNDTD	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9								
FLIGHT	FLIGHT	UNDTD	4	3	2	1	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								
FLIGHT	FLIGHT	UNDTD	3	2	1	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								
FLIGHT	FLIGHT	UNDTD	2	1	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								
FLIGHT	FLIGHT	UNDTD	1	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								
FLIGHT	FLIGHT	UNDTD	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								

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

FIRST SOLO

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

000/R/030

PUPIL LANDED TOO FAR INTO FIELD, AFTER  
BOUNCING, CORRECTED WITH THROTTLE AND  
SEEING FENCE TOO CLOSE, OPENED THROTTLE  
FULLY BUT COLLIDED WITH TELEGRAPH WIRES  
ON BORDER OF AERODROME,

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

~~OVERSHOT ON LANDING. due to error in  
judgment.~~

*9. collision*  
*9*

ACTION TAKEN:

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

More dual

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~STUCK TELEPHONE WIRES~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_