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|---------|----------|-------------|--------------|---------------|-----------------|---------------|-----------------|-------------------|--------------|---------------|-------------------|-------------------|-------------------|-----------------|-----------------|--------------|---------------------|-----------------------|---------------------|---------------|-------------|---------------|----------------|----------------|------------------|-----------------|----------------|------------------|-------------------|--------------|------------|----|
| 32 P | 31 JU | 30 TECH. | 29 DISOB. | 28 NEG-NCE | 27 INEXP-NCE | 26 MISCEL. | 25 INSTRUCT. | 24 FLT. CONTR. | 23 OTHERS | 22 PRIMARY | 21 FL. CONTRS. | 20 MOV. SURFS. | 19 STAB SURFS. | 18 W. STRUTS | 17 LAND GEAR | 16 FLOATS | 15 FUSE. OR HULL | 14 TAIL SKID OR W. | 13 ENGINE MOUNT. | 12 MISCEL. | 11 UNDTD | 10 PRIMARY | 9 FUEL SYS. | 8 COOL SYS. | 7 IGNIT. SYS. | 6 LUB-N SYS. | 5 ENG. STR. | 4 AIRSCREW A. | 3 ENG. CONTRS. | 2 MISCEL. | 1 UNDTD | 19 |
| 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 | 16 | |
| 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 | 17 | | |
| 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 | 18 | | | |
| 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 | 19 | | | | |
| 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 | 20 | | | | | |
| 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 | 21 | | | | | | |
| 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 | 22 | | | | | | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 23 | | | | | | | | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 24 | | | | | | | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 25 | | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 26 | | | | | | | | | | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 27 | | | | | | | | | | | | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 28 | | | | | | | | | | | | | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 29 | | | | | | | | | | | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 30 | | | | | | | | | | | | | | | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 31 | | | | | | | | | | | | | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 32 | | | | | | | | | | | | | | | | | |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|--------------------|-------------------------|--------|------------------|----------------|-------------|------------|----------------|-------------|-----------------------|-------|------|---------|---------|-------|-----|-------------|--|---|--|
| TYPE OF A/C | PILOT | OTHERS | AIRFRAME FAILURE | | | | ENGINE FAILURE | | | | | | | | | | | | |
| TYPE OF ENGINE | CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | |
| UNIT | 11 E.F.T.S. | | COM. | PLACE | | | DATE | 4-10-42 | | TIME | 1100 | | | | | | | | |
| | Cap de la Madeleine # 3 | | | Main Aerodrome | | | H.O. FILE | 1100-46-15. | | | | | | | | | | | |
| A/C TYPE | Finch II | | No. | 4615 | | CRASH CAT. | C 3 | | SE | x | | ME | | | DAY | NIGHT | | x | |
| NAME | Little, M.S. | | RANK | LAC R148412PP | | DUTY | Uninjured. | | INJURIES | | | | SERIOUS | | | | | | |
| | | | | | | | | | FATAL | | | | INJURY | | | | | | |
| | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | |
| TYPE A/F & ENGINE | No. | | EXTENT OF DAMAGE | | REPORT FORM | SERIAL No. | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | |
| Finch II | 4615 | | Seriously | | | | | | INST. | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | |
| Kinner | 6271/1609 | | NIL. | | | | | | DUAL | SOLO | | DUAL | SOLO | | | | | | |
| SIGNAL No. & DATE | UNIT No. & DATE | | COM. No. & DATE | | REPORT | FILE | DATE | | | | | | | | | | | | |
| A 549 | 5-10 | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | |

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

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo practice flight.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D-14

After making normal landing a/c swung to the left. Pupil pilot overcorrected and ground looped to the right.

COMPOSITION:

LS / PSS

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Inexperience~~

Swung (2)

ACTION TAKEN:

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

NIL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~misapplication of control, A/C ground looped.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____