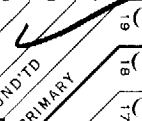


| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|----|----|----|----|----|----|----|----|----|-----------------|----|----|----|----|----|----|----|----|----|----------------------|----|----|----|----|----|----|----|----|----|----|----|
| 32 | 31 | 30 | 29 | 28 | 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 |
| TYPE OF ACCIDENT | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | |
| AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | MISCELLANEOUS CAUSES | | | | | | | | | | | |
| UNIT | | | | | | | | | | COM. | | | | | | | | | | PLACE | | | | | | | | | | | |
| 3 F.I.S. | | | | | | | | | | # 1 | | | | | | | | | | Pontiac RI | | | | | | | | | | | |
| DATE | | | | | | | | | | TIME | | | | | | | | | | HAND Q. | | | | | | | | | | | |
| 6-10-42 | | | | | | | | | | 0955 | | | | | | | | | | INSTS. | | | | | | | | | | | |
| H.Q. FILE | | | | | | | | | | 1300-FH707 | | | | | | | | | | WEATHER | | | | | | | | | | | |
| A/C TYPE | | | | | | | | | | No. | | | | | | | | | | CRASH CAT. | | | | | | | | | | | |
| Cornell 1 | | | | | | | | | | FH707 | | | | | | | | | | C | | | | | | | | | | | |
| SE | | | | | | | | | | ME | | | | | | | | | | DAY | | | | | | | | | | | |
| x | | | | | | | | | | x | | | | | | | | | | NIGHT | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | | | | | | | | No. | | | | | | | | | | | |
| DUTY | | | | | | | | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | |
| Collinge, G.B. | | | | | | | | | | F/O | | | | | | | | | | J8813 | | | | | | | | | | | |
| FI | | | | | | | | | | Nil | | | | | | | | | | FATAL | | | | | | | | | | | |
| Theakston, R.F. | | | | | | | | | | P/O | | | | | | | | | | 129385 | | | | | | | | | | | |
| PP | | | | | | | | | | Nil | | | | | | | | | | INJURY | | | | | | | | | | | |
| CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | | | | | | EXTENT OF DAMAGE | | | | | | | | | | | |
| REPORT FORM | | | | | | | | | | SERIAL No. | | | | | | | | | | DATE | | | | | | | | | | | |
| HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INST. | | | | | | | | | | NIGHT | | | | | | | | | | ON TYPE | | | | | | | | | | | |
| DUAL | | | | | | | | | | SOLO | | | | | | | | | | DUAL | | | | | | | | | | | |
| SOLO | | | | | | | | | | DUAL | | | | | | | | | | SOLO | | | | | | | | | | | |
| LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cornell | | | | | | | | | | FH707 | | | | | | | | | | Slight | | | | | | | | | | | |
| Ranger | | | | | | | | | | 4284871 | | | | | | | | | | Nil. | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | COM. No. & DATE | | | | | | | | | | | |
| REPORT | | | | | | | | | | FILE | | | | | | | | | | DATE | | | | | | | | | | | |
| X A7 | | | | | | | | | | 6-10 | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UND/TO | | | | | | | | | | PRIMARY | | | | | | | | | | FUEL SYS. | | | | | | | | | | | |
| COOL SYS. | | | | | | | | | | IGNIT. SYS. | | | | | | | | | | LUB'N SYS. | | | | | | | | | | | |
| ENG STR. | | | | | | | | | | AIRSCREW A. | | | | | | | | | | ENG. CONTS. | | | | | | | | | | | |
| MISCEL. | | | | | | | | | | UND/TO | | | | | | | | | | PRIMARY | | | | | | | | | | | |
| HAND Q. | | | | | | | | | | INSTS. | | | | | | | | | | WEATHER | | | | | | | | | | | |
| DRKNS. | | | | | | | | | | AL'G SURF. | | | | | | | | | | OTHER | | | | | | | | | | | |
| UND/TO | | | | | | | | | | PRIMARY | | | | | | | | | | TAXING | | | | | | | | | | | |
| LANDING | | | | | | | | | | TAKE-OFF | | | | | | | | | | FLIGHT | | | | | | | | | | | |
| STATRY | | | | | | | | | | FATAL | | | | | | | | | | INLU. | | | | | | | | | | | |
| INLU. | | | | | | | | | | 3RD. | | | | | | | | | | RAF | | | | | | | | | | | |



DUTY ON WHICH ENGAGED:

Flying training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil swung on instrument take-off striking low bush on edge of runway breaking propellor.

DATE:

COMPOSITION:

1/15/55

RECOMMENDATIONS:

The clearance of considerable quantities of bush and trees on the boundaries of the Pontiac RI would be of material assistance in preventing future accidents of this nature.

PRIMARY CAUSE:

~~Error of judgment.~~

Swung

ACTION TAKEN:

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

NIL.

12

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck low bush on edge of runway.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____