

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 A/C										TYPE OF ENGINE										CATEGORY											
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE										No. CRASH CAT. SE ME DAY NIGHT										DATE TIME H.Q. FILE											
UNIT										COM.										PLACE											
11 U.F.T.C.										#3										Lake St. Paul											
Cap de la Mad.																				23-12-42 1425											
A/C TYPE										No.										H.Q. FILE											
Finch II										4647										1100-46-47											
NAME										RANK										No.											
DUTY										INJURIES										SERIOUS											
FATAL										INJURY										CARD SERIAL No.											
Lacey, D.G.										P/O J20453										FI Nil											
Holderston, G.T.										CPL R81141										PP Nil											
TYPE A/F & ENGINE										No.										EXTENT OF DAMAGE											
REPORT FORM										SERIAL No.										DATE											
INST.										NIGHT										HOURS FLOWN BY PILOTS											
ON TYPE										TOTAL										LAST 6 MOS.											
DUAL										SOLO										DUAL											
SOLO										DUAL										SOLO											
Finch II										4647										Serious											
Kinner 6227/1583										NIL.																					
SIGNAL No. & DATE										UNIT No. & DATE										COM. No. & DATE											
REPORT										FILE										DATE											
720										24-12																					
NATURE OF ACCIDENT																															

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PRIMARY  
HANDQ.  
INSTS.  
WEATHER  
DRYNS.  
ALG SURF.  
OTHER  
UNDTD  
PRIMARY  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY  
3RD. INJ.  
RAF

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Dual instruction on forced landings.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D-14

COMPOSITION:

~~11~~ 12CG/PSJ

While demonstrating forced landings on authorized lake instructor took over control prior to actual landing. Pilot misjudged his height when skis dug in snow causing aircraft to over turn in snow on its back.

RECOMMENDATIONS:

PRIMARY CAUSE:

Error of judgment.

19. ~~Out of Control.~~

ACTION TAKEN:

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

Pilots log book endorsed.

During hazy weather the use of Lake St. Paul as R.1 is to be discontinued.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C nosed over in snow when landing.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_