

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																																																																		
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TECH.		DISOB.		NEG/ICE		INEAP/NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. COMTS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND GEAR		FLOATS		FUSE OR HULL		TAIL SWID OR W.		ENGINE MOUNT.		MISCEL.		UND/TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. COMTS.		MISCEL.		UND/TD		PRIMARY		HAND Q.		INSTS.		WEATHER		DRKNS.		AL.G SURF.		OTHER		UND/TD		PRIMARY		TAXING		LANDING		TAKE-OFF		FLIGHT		STATR		FATAL		INJ.		3RD.		RAF		INT.	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																			
CAUSES OF ACCIDENTS																																																																																																	
UNIT 17 E.F.T.S. Stanley, N.S.								COM. 3				PLACE M.A.								DATE 15-5-43				TIME 1035																																																																									
A/C TYPE Finch 11								No. 4755				CRASH CAT. 01				SE x		ME		DAY		NIGHT x		H.Q. FILE 1100-17-55																																																																									
NAME Hopper, H.W.								RANK GB Lac.		No. 1601920				DUTY PD		INJURIES NIL.								SERIOUS																																																																									
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TYPE A/F & ENGINE				No.		EXTENT OF DAMAGE				REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																	
Finch 11				4755		Seriously										INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																																																																					
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T-57				15-5-43																																																																																													
NATURE OF ACCIDENT																																																																																																	

DUTY ON WHICH ENGAGED:

Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 #29

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C began to swing and student did not correct soon enough to avoid ground loop.

DATE:

COMPOSITION:

LS/PSS

RECOMMENDATIONS:

Emphasis again placed on taking corrective action sooner.

PRIMARY CAUSE:

~~29. Flattening out too soon.~~

Swung.

ACTION TAKEN:

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

Nil.

2

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~28. Ground loop.~~

~~25. Inexperience.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____