

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	33	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																																																	
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JUL	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 SWD OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUB. SYS.	ENG. TR.	AIRSCREW P.	ENG. CONTS.	MISCEL.	UND'TD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	AL-G SURF.	OTHER	UND'TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	FATAL	STRTY	INJ.	3RD.	2.5	2	1																																																	
PILOT		OTHERS								AIRFRAME FAILURE										ENGINE FAILURE																																																																															
CAUSES OF ACCIDENTS																																																																																																			
UNIT		#9 E.F.T.S. St. Catharines		COM.		1		PLACE										M.A.										DATE		19.5.43		TIME		1800																																																																	
A/C TYPE		T/Moth								No.		4355		CRASH CAT.		C.3		SE		X		ME		DAY		X		NIGHT		H.Q. FILE		1100-43-55																																																																			
NAME				RANK		No.		DUTY		INJURIES										SERIOUS																																																																															
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																							
T/Moth		4355		Seriously								INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																																																																											
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A.27			20.5.43																																																																																																
NATURE OF ACCIDENT																																																																																																			

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DUTY ON WHICH ENGAGED:
Solo practice, seq. 6,7,8.

COURT OF INQUIRY. INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
After a good landing, A/C ran about 20' and started to turn to left. Pilot applied full right rudder but it had no effect. A/C ground looped and the U/C collapsed.

DATE:
COMPOSITION:

D-14 #64

LS/PSS/US S

RECOMMENDATIONS:

Pupil given more dual instruction before soloing again.

PRIMARY CAUSE:

~~38. Ground loop.~~

2. SWUNG.

2

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Log book endorsed "Error in Judgment".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~23. Technical defect.~~

~~Stay tube bolts sheared.~~

U/C. STRAIN.

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RECORDED BY

DATE

CHECKED BY

DATE