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TECH.		DISOB.		NEG-NCE		INEXP-NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS.		LAND. GEAR		FLOATS		FUSE. OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UND'TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUP'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND'TD		PRIMARY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																															
CAUSES OF ACCIDENTS																																																													
UNIT No. 3 E.F.T.S. London, Ont.										COM. /		PLACE 1 mi. W. of Byron, Ont.										DATE 5-8-40		TIME 1445																																					
A/C TYPE Finch										No. 4507		CRASH CAT. A		SE <input checked="" type="checkbox"/>		ME		DAY <input checked="" type="checkbox"/>		NIGHT																																									
NAME										RANK		-NO.		DUTY		INJURIES										SERIOUS																																			
Gooderham, G.W.										t/Sgt		R65782		F1		Dangerous										FATAL		INJURY																																	
Block, J.A.										LAC		R65506		PP		Dangerous												2																																	
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TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																									
Finch 4507										Total		E.135		377		7-8-40		INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																																			
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185										5-8-40					21					5-8-40					E.135 (377)					1100-45-7					22-10-40																										
NATURE OF ACCIDENT																																																													

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

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DUTY ON WHICH ENGAGED:

Flying training.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

~~The aircraft crashed as a~~
result of engine failure, the
engine coughing and quitting
at about 1200 feet. A forced
landing was then attempted
and A/C stalled at the final
gliding turn, and crashed.

PRIMARY CAUSE:

An error in judgment
on the part of the pilot as a result of
a stall taking place following
the completion of the final
gliding turn into the forced
landing field.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

ILFM/AOP/ES/NK/IL

PCDM

Court of Inquiry

DATE: 6-8-40 to 9-8-40

COMPOSITION: President: F/L MacBrien, W.R.
Member: Abraham, B.J.
Member: Thomson, D.D.

RECOMMENDATIONS: None by the court.

A.M.T. on file 1100-45-7 d/14-12-40
requests that instructions be issued
that aircraft accident wreckage be not
tampered with by unauthorized persons.

ACTION TAKEN:

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

D.6 approved by A.M.T. 14-12-40

RECORDED BY

DATE

CHECKED BY

DATE