

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
CAUSES OF ACCIDENTS											
UNIT No. 1. SPTS (ITS)		COM.		PLACE Camp Borden, Ont.				DATE 17-9-40		TIME 2115	
A/C TYPE Yale		No. 3346		CRASH CAT. C.2.		SE X		ME		DAY NIGHT X	
NAME				RANK		No.		DUTY		INJURIES	
MacIntosh, W. H.				Sgt.		11640		PP		uninjured	
Staples, C. A.				LAC.		R50835		Pass		uninjured	
										SERIOUS	
										FATAL	
										INJURY	
										CARD SERIAL No.	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE	
Yale		3346		Slightly							
Whirlwind				Nil							
HOURS FLOWN BY PILOTS				INST.		NIGHT		ON TYPE		TOTAL	
								DUAL		SOLO	
								DUAL		SOLO	
										LAST 6 MOS.	
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE			
358 18-9-40				3188 18-9-40							
REPORT											
FILE				DATE							
NATURE OF ACCIDENT											

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- TECH.
- DISOB.
- NEG/NCB
- INEXP/NCB
- MISCEL.
- INSTRUCT.
- FLT. CONTR.
- OTHERS
- PRIMARY
- FL. CONTR.
- MOV. SURFS.
- STAR. SURFS.
- W. STRUTS
- LAND. GEAR
- FLOATS
- FUSE. OR HULL
- TAIL SKID OR W.
- ENGINE MOUNT.
- MISCEL.
- UND/TD
- PRIMARY
- FUEL SPS.
- COOL. SYS.
- IGNIT. SPS.
- LUB'N SPS.
- ENG. STR.
- AIRSCREW A.
- ENG. CONTR.
- MISCEL.

- UND/TD
- PRIMARY
- HAND O.
- INSTS.
- WEATHER
- DRINKS.
- AL'C SURF.
- OTHER
- UND/TD
- PRIMARY
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ.

DUTY ON WHICH ENGAGED:

Night flying instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Over correction of swing after landing.

PRIMARY CAUSE:

Violent swing after landing apparently due to one brake being held on by pupil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Instructor was unable to regain control before port wing tip struck the ground.

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

LS/PSS/I/UBP

Commanding Officer's Report

DATE: 19-9-40.

COMPOSITION:

S/L dr. Kennedy.

RECOMMENDATIONS: Pupil pilots are warned against using the brakes unnecessarily in landing, but this accident can be laid to tenseness on the part of the pilot due to strangeness of night flying conditions.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
D, 14 approved 14-10-40.

Special attention should be given to position of pupils' feet on rudder pedals so as not to confuse brakes with rudder when landing.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____