

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS CAUSES											
TYPE OF ENGINE		UNIT No: 2, SPTS (ITS)		COM. 3		PLACE Uplands, Ottawa, Ont.				DATE 21-9-40		TIME 1620		MISCELLANEOUS CAUSES											
CATEGORY		A/C TYPE Yale		No. 3430		CRASH CAT. C.2.		SE X		ME		DAY X		NIGHT											
		NAME		RANK		No.		DUTY		INJURIES				SERIOUS											
		P. L. Gibbs		LAC		R60675		1P		Uninjured				FATAL											
														INJURY											
														CARD SERIAL No.											
		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS											
		Yale		3430		Under Carriage beyond repair.		E135		23-9-40				INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.			
						Seriously		D 14		21 9 40								DUAL		SOLO					
		Wright R975																							
		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE													
		272 21-9-40		2 SPTS 21-9-40																					
		NATURE OF ACCIDENT																							

TECH. DISOB. NEG/INCE INEXP/INCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTR. MOV. SURFS. STAP. 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. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND/TD PRIMARY

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

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

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CAUSE ON WHICH ENGAGED:

Flying Training.

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

LS/ANT/PSS

Commanding Officer's Report.

DATE: 2409-40.

COMPOSITION:

W/C F. S. McGill.

RECOMMENDATIONS:

This pilot has been slow to learn and has had considerable trouble with landings. With special instruction it is anticipated that he can be made into a capable pilot.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
D-14. Approved. 10.10.4B.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C ground looped after landing.

PRIMARY CAUSE: The a/c made a landing which was apparently normal. After running along the runway for a few yards it started to swerve. Pilot states he first corrected with rudder and then swing continued and the a/c nosed up at right angles to the landing run.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____