

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
TECH.	DISOB.	NEG'NCE	INEPRNCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND'TD	

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE
CAUSES OF ACCIDENTS			
UNIT	COM.	PLACE	DATE
# 13 E.F.T.S. St. Eugene, Ont.	3	Aerodrome, St. Eugene, Ontario	3-12-40
A/C TYPE	No.	CRASH CAT.	H.Q. FILE
Finch II & Finch II	4638 & 4646	D C.7&nil	1100-46-58 246
SE	ME	DAY	NIGHT
		X	

NAME	RANK	NO.	DUTY	INJURIES		CARD SERIAL No.
				FATAL	INJURY	
Bryson, E.M.	LAC	E71558	P	Uninjured	(4638)	
Tovell, W.H.	Sgt.	C 2 0476	P	Uninjured	(4646)	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.		
								DUAL	SOLO	DUAL		SOLO	
Finch II	4638	Serious	E. 135 (38)		5-12-40								
Kinross	B51597	Nil	D. 14 (46)		6-12-40								
Finch II	6250	NIL											
Kinross	B5 6255/1604	Slight											
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE					
						AOC # 3T.C.	1038AE	4638 16-1-41					

NATURE OF ACCIDENT

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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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					
UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD	UND'TD					
BRN'G	INSTS.	WEATHER	DRINKS.	AL'G SURF.	OTHER	UND'TD	PRIMARY	TAXTYNG	LANDING	FLIGHT	FACE-OFF	FLIGHT	FATAL	INJ.	SID.																					
MISCELLANEOUS	CAUSES	STAGE OF FLIGHT																																		

DUTY ON WHICH ENGAGED:

4638 solo flying

4646 test of airframe and engine

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Finch 4638 was damaged in a taxiing accident, when it was struck by another aircraft, Finch II 4646. T/sgt Tovell in 4646 taxied into the rear of 4638 while manouevring between two aircraft, he did not see 4646 directly ahead.

PRIMARY CAUSE:

Error on part of Sgt. Tovell who did not zig-zag while taxiing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot was in rear cockpit where his visibility was obstructed.

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

Commanding Officer's Report

DATE: 6-12-40

COMPOSITION:

Flying Officer M.E. Ferguson.

RECOMMENDATIONS:

Front seat must be used by instructors testing aircraft to be flown. Instructors must adhere to the sequence book and taxi in a zig-zag manner.

ACTION TAKEN:

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

D/G approved by A.M.T. 20-1-41, but requests that the C.S.O. # 13 E.F.T.S. render a report to A.F.H.Q. on the subject of general flying instruction at that school.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____

MULTI
TCA/ACT
MA/XA