

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	3	2	1														
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														
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																															
CAUSES OF ACCIDENTS																																													
UNIT Central Flying School, Trenton, Ont										COM. 1										PLACE "B" line on tarmac in front of A2 Hangar, Trenton										DATE 13-1-41		TIME 13:45													
A/C TYPE Finch										No. 4722										CRASH CAT. Nil										SE x		ME x		DAY x		NIGHT									
NAME Lester G.M.J.										RANK LAC R56804										DUTY D/C										INJURIES Uninjured										SERIOUS		FATAL		INJURY	
NAFA																																													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																	
Finch		4722		Nil		D14		19-1-41				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																											
Kinner		6347/1698		Nil																																									
B5																																													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																									
NATURE OF ACCIDENT																																													

CAUSES
 MISCELLANEOUS
 FLIGHT STAGE OF
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.
 INJ.
 RAF
 25

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.
 INJ.
 RAF
 25

UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.
 INJ.
 RAF
 25

UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
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 INJURY
 3RD.
 INJ.
 RAF
 25

UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.
 INJ.
 RAF
 25

DUTY ON WHICH ENGAGED:

Swinging airscrew.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Due to a misunderstanding in the transmission of normal oral signals due to other a/c running up in the immediate vicinity.

DATE: 19-1-41

COMPOSITION:

Group Captain. (T.C. Lawrence.)

RECOMMENDATIONS:

Production of a system of visual signals to be used in airscrew drill and which should be standard throughout the Service. The staff of Central Flying School, now working on a system which it is intended to submit for consideration and possible adaption

PRIMARY CAUSE:

Due to a misunderstanding in the transmission of normal oral signals.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____