

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																																						
TECH.		DISOB.		NEG'NCE		INEX'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.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND'TD		PRIMARY									
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																							
CAUSES OF ACCIDENTS																																																																					
UNIT Central Flying School, Trenton										COM. 1					PLACE Aerodrome, Trenton, Ont										DATE 18-2-41					TIME 1400																																							
A/C TYPE Harvard 1 Finch 1										NO. 1346 1016P					CRASH CAT. C C.14					SE <input checked="" type="checkbox"/> ME <input checked="" type="checkbox"/>					DAY <input checked="" type="checkbox"/> NIGHT <input checked="" type="checkbox"/>																																												
NAME										RANK					NO.					DUTY					INJURIES										SERIOUS																																		
Miscampbell, G.V.										F/L					C.1570					P.					Uninjured										FATAL					INJURY																													
Lang, D.A.										AC1					R65616					BC					Slight															1																													
Cooke T.C.										SGT					R52698					PP					Uninjured.																																												
AC Lang was alone in cockpit of 1018																																			CARD SERIAL NO.																																		
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																		
Harvard										1346					Serious					D13					22-2-41					INST.					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.																			
Finch										1016					Serious																																																						
Wasp S3H1										Y143/5810					slight																																																						
Kinner.										R5 356/1557					slight																																																						
SIGNAL NO. & DATE										UNIT NO. & DATE					COM. NO. & DATE					REPORT					FILE					DATE																																							
309										A 357					18-2-41																																																						
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																																						

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

HANDO.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 2RD.
 5A

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

MULT
MA/X FM
TCA/XA

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report. (investigating officer)

DATE: 22-2-41

COMPOSITION:

(T.A. Lawrence) Group Captain. CO

(P.Y Davoud) Flight Lieutenant. IO

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Port chock slipped.
While starting Finch I (1018)
Port chock slipped and aircraft
swung round to right and ran into
Harvard I (1346)

RECOMMENDATIONS:

Modification to the spike type of chock to give
better grip. Or developp a new type of chock.
More intensive training for airmen responsible
for starting and running up aircraft.

PRIMARY CAUSE: At starting, engine
suddenly catching whilst throttle
in well open position, causing
chocks to slip.

ACTION TAKEN:

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

T.C.A. type of chock now being adopted in the
Service.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Finch swinging out of control
into Harvard before engine
could be stopped, due to slow
reaction of the airman in the cockpit.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____