

CATEGORY 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	TYPE OF ENGINE 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	TYPE OF A/C 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	CAUSES 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	STAGE OF FLIGHT 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	MISCELLANEOUS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	HAND-O. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	UNDET. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	AIRSCREW A. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	ENG. CONT'S. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	ENG. STR. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	LUB'N SYS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	IGNIT SYS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	COOL SYS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	FUEL SYS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	PRIMARY 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	UNDET. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	MISCEL. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	ENGINE MO'NT. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	TAIL SKID CR. W. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	FUSE OR HULL 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	FLOATS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	LAND. GEAR 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	W. STRUTS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	STAB. SURFS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	MOV. SURFS. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	FL. CONT'S. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	PRIMARY 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	OTHERS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	FLT. CONTR. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	INSTRUCT. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	MISCEL. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	INEXP. NCE 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	DISOB. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	TECH. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	JU. 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	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	PILOT 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	OTHERS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	AIRFRAME FAILURE 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	ENGINE FAILURE 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	CAUSES OF ACCIDENTS 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	UNIT #11 E.F.T.S. Cap de la Mad.	COM. 3	PLACE Airport #11 E.F.T.S.	DATE 21-5-41	TIME 17:30	H.O. FILE	A/C TYPE Fleet Finch II	No. 4613	CRASH CAT. C8	SE x	ME	DAY x	NIGHT	NAME Gordon C. L. Sabourin J.M.	RANK SGT 7/6 LAD	No. R56400 J92172	DUTY FI PP	INJURIES Uninjured. Uninjured.	SERIOUS FATAL INJURY	CARD SERIAL NO.	TYPE A/F & ENGINE Finch Kinner	No. 4613 1612/6269	EXTENT OF DAMAGE Slight Nil.	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE TOTAL LAST 6 MOS. DUAL SOLO DUAL SOLO	SIGNAL No. & DATE	UNIT No. & DATE	COM. No & DATE	REPORT	FILE	DATE	NATURE OF ACCIDENT
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DUTY-ON WHICH ENGAGED:

Dual Instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft caught in sudden line squall and turned over on its back while taxiing on the fields.

PRIMARY CAUSE:

Aircraft caught in sudden 60 M.P.H. gale while taxiing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft was turned over by wind.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: TM/A70/WWG

Monthly Accident Return.

DATE:

COMPOSITION:

RECOMMENDATIONS:

ACTION TAKEN:

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

RECORDED BY

DATE

CHECKED BY

DATE