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CASPIR Aircraft Accident Cards

Serial: 4483

Title: Fleet Finch Finch II serial:4483 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-May-23. Fleet Finch s/n 4483. This accident involved 1 person. Hodges CB

Keywords: RCAFFleet Finch ,4483,4 EFTS,4 Elementary Flying Training School,Aerodrome,1941-May-23,HodgesRCAF L20

Created: 1941-05-23

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000720#4483

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTS. | 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. CONTS. | MISCEL. | UND'TD

MISCELLANEOUS CAUSES: PRIMARY | HAND G. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND'TD

STAGE OF FLIGHT: PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY

INJURY: FATAL | INJ. | 3RD. | 2ND. | 1ST. | NIL

TYPE OF A/C

TYPE OF ENGINE

CATEGORY: A | B | C | D

UNIT	COM.	PLACE	DATE	TIME
No. 4 EFTS Windsor Mills	3	No. 4 EFTS Aerodrome	23-5-41	1745

H.Q. FILE

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Finch	4483	C			X	

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Hodges, C.B.	LAC	R73462	P	Uninjured		

CARD SERIAL NO.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Finch	4483	Slight			
Kinner	1587/6236	NIL			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
					16	16

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

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 RAF

DUTY ON WHICH ENGAGED:

Takeoffs and landings.

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

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil allowed aircraft to turn before coming to a stop resulting in aircraft being tipped onto port wing tip.

DATE:

COMPOSITION:

RECOMMENDATIONS: All pilots warned to keep straight course after landing.

PRIMARY CAUSE: Partial carelessness and inexperience of pupil pilot.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft allowed to turn before coming to a stop after landing.

RECORDED BY DATE

CHECKED BY DATE