

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 COM.										PLACE Aerodrome										DATE 18-6-41				TIME 16:30											
School Trenton										1										Aerodrome										H.Q. FILE					
A/C TYPE Finch										No. 4456										CRASH CAT. C 1				SE x		ME		DAY x				NIGHT			
NAME										RANK		No.		DUTY		INJURIES										SERIOUS									
Richter G.W.										SGT		26412		P		Uninjured.										FATAL		INJURY							
Hoar M.H.										P/O				FI		Uninjured.																			
																										CARD SERIAL NO.									
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS															
Finch										4456		Nil.								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.					
Kimner										1417/6079		Slight.												DUAL		SOLO		DUAL		SOLO					
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE					
NATURE OF ACCIDENT																																			

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT
 UNK
 PRIMARY
 HANDO.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

Instructional Training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

When taxiing a/c approximately 130 degrees out of wind, brakes were applied.

COMPOSITION:

TM/ANE/PCT/UBA

Brake action and wind on tail quarter caused aircraft to go up on its nose.

RECOMMENDATIONS:

Endorsation of Pilot's Log Book for error in judgment.

PRIMARY CAUSE:

Error in judgment on part of Sgt. Richter in that he applied brakes suddenly and harshly.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft went up on its nose and brake airscrew.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____