

32	JU.	TECH.	DISOB.	NEG'NCE	INEXP'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	HAND Q.	INSTS.	WEATHER.	DRKNS.	AL'S SURF.	OTHER	UND/TD	PRIMARY	TAXYING	LANDING	TAKE OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	RAF	4	3	2	1
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																							
CAUSES OF ACCIDENTS																																																					
UNIT # 9 E.F.T.S.				COM. 1		PLACE On Airport										DATE 27-6-41		TIME 09:40																																			
St. Catharines				1		On Airport										H.O. FILE																																					
A/C TYPE				No.		CRASH CAT.		SE		ME		DAY		NIGHT																																							
Finch II				4725		D 1		x				x																																									
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																								
Douglas D.W.			LAC		P170719P				Uninjured.				FATAL		INJURY																																						
																CARD SERIAL No.																																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																									
Finch		4725		Slight.								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																															
Kimmer		1855/6506		Nil														DUAL SOLO		DUAL SOLO																																	
																		25																																			
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																	
NATURE OF ACCIDENT																																																					

DUTY ON WHICH ENGAGED:

Pilot was practising take-offs and landings.

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

LH/PSHM/USA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While attempting a gliding approach and landing, the pilot, levelled off too high, stalled, and dropped heavily in a three point position. Damage was done to the Centre section wire and the axle was bent.

DATE:

Monthly Accident Return.

COMPOSITION:

RECOMMENDATIONS:

Pilot has since been given additional instruction in this sequence.

PRIMARY CAUSE:

The cause of the accident was due to an error in judgment while landing the a/c.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE