

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	INEXP NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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. CONTR.	MISCEL.	UND/TD	PRIMARY	HAND. O.	INSTS.	WEATHER	DRKNS.	AL-G SURF.	OTHER	UND/TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	RAF	RAF
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																		
CAUSES OF ACCIDENTS																																																
UNIT		11 E.F.T.S.						COM.		NO. 3		PLACE		AERODROME										DATE		1647-41		TIME		0945																		
CAP DE LA MADELEINEE		A/C TYPE		FINCH		No.		4655		CRASH CAT.		C 3		SE		X		ME		DAY		X		NIGHT		H.O. FILE		1100-46-55																				
NAME				RANK		No.		DUTY		INJURIES										SERIOUS																												
GAUDREAU, J. L. P. R.				LAC		R77195		P		UNINJURED										FATAL		INJURY																										
																				CARD SERIAL NO.																												
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																				
FINCH		4655		Slight.								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																										
KINNER		1489/8100		N11														DUAL SOLO		DUAL SOLO		14																										
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																												
628				16-7-41																																												
NATURE OF ACCIDENT																																																

DUTY ON WHICH ENGAGED:

SOLD PRACTICE

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AIRCRAFT GROUND LOOPED

DATE:

COMPOSITION:

LS/PSS

Pilot failed to keep aircraft straight after landing. Opened throttle to go around again but was too late and wing hit ground.

RECOMMENDATIONS:

PRIMARY CAUSE:

Aircraft swung on landing.

ACTION TAKEN:

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

Pilot given extra instruction in method of keeping aircraft straight on the ground.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Wing hit ground causing a/c to go up on its nose.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____