

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																				
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1														
DISB.	TECH.	NEG'VE	INEXP'CE	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 Q.	INSTS.	WEATHER	DRYNS.	AL'G SURF.	OTHER	UND'TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	5	4	3	2	1
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																					
CAUSES OF ACCIDENTS																																																			
UNIT		17 E.F.T.S. STANLEY, N.S.					COM.		No. 3					PLACE								AERODROME								DATE		21-7-41					TIME		0930												
A/C TYPE		FINCH					No.		4763					CRASH CAT.		C I					SE		X					ME							DAY		X					NIGHT									
NAME										RANK		No.		DUTY		INJURIES										SERIOUS																									
BROWN, M. J. M.										LAC		R76434		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		4763		SLIGHT								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																													
KINNER B5R		6386		SLIGHT														DUAL SOLO		DUAL SOLO		/6																													
SIGNAL No. & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																										
T63					21-7-41																																														
NATURE OF ACCIDENT																																																			

DUTY ON WHICH ENGAGED:

SOLO PRACTICE

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AFTER LANDING PILOT APPLIED BRAKES TOO
HARD AND AIRCRAFT NOSED OVER

PRIMARY CAUSE:

OVER APPLICATION OF BRAKES BY PILOT

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT NOSED OVER

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R.170

DATE:

COMPOSITION:

LM/ANT/PCM

RECOMMENDATIONS:

ACTION TAKEN:

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

Pilots have been & will be cau-
tioned further about use of brakes.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____