

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|-----------------|----------------------|--------|---------|-----------|---------|-----------|------------|--------|---------|-----------|------------------|--------------|-------------------------|------------|---------------|--------------|-----------------|---------------|---------|--------|----------------|-----------|---------------|-------------|---------------|-----------|---------------|-------------|---------|--------|----|----|----|
| 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 | 19 | | |
| 1 | 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 | 18 | | |
| 2 | 4 | 3 | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 17 | |
| 3 | TYPE OF A/C | CAUSES OF ACCIDENTS | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | MISCELLANEOUS | | | | | | 16 | | | | | | |
| 4 | PILOT | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | MISCELLANEOUS | | | | | | 15 |
| 5 | UNIT | C.F.S. Trenton, Ont. | | | | | | | | | | COM. | | PLACE | | | | | | | | DATE | | TIME | | MISCELLANEOUS | | | | | | 14 | | |
| 6 | | | | | | | | | | | | 1 | | 1 mile south Wellington | | | | | | | | 20-8-41 | | 0035 | | MISCELLANEOUS | | | | | | 13 | | |
| 7 | A/C TYPE | Finch | | | | | | | | | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | MISCELLANEOUS | | | | | | 12 | | | | |
| 8 | | | | | | | | | | | | 1016 | | C.7 | | X | | | | | | X | | MISCELLANEOUS | | | | | | 11 | | | | |
| 9 | NAME | RANK | | No. | | DUTY | | INJURIES | | | | | | SERIOUS | | MISCELLANEOUS | | | | | | 10 | | | | | | | | | | | | |
| 10 | Feilden, J.C.K. | P/O | | J6208 | | F.I. | | Uninjured | | | | | | FATAL | | INJURY | | MISCELLANEOUS | | | | | | 9 | | | | | | | | | | |
| 11 | Middleton, W.M. | P/O | | J6220 | | P.P. | | Uninjured | | | | | | | | | | MISCELLANEOUS | | | | | | 8 | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 7 | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 6 | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 5 | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 4 | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 3 | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 2 | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 1 | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 0 | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 32 | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 31 | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 30 | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 29 | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 28 | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 27 | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 26 | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 25 | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 24 | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 23 | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 22 | | | | | | | | | | |
| 31 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 21 | | | | | | | | | | |
| 32 | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | 20 | | | | | | | | | | |

UNIT **C.F.S. Trenton, Ont.** COM. **1** PLACE **1 mile south Wellington** DATE **20-8-41** TIME **0035**
 H.Q. FILE **1100-10-16**

A/C TYPE **Finch** No. **1016** CRASH CAT. **C.7** SE **X** ME DAY NIGHT **X**

| NAME | RANK | No. | DUTY | INJURIES | SERIOUS |
|-----------------|------|-------|------|-----------|-----------------|
| Feilden, J.C.K. | P/O | J6208 | F.I. | Uninjured | FATAL INJURY |
| Middleton, W.M. | P/O | J6220 | P.P. | Uninjured | |
| | | | | | CARD SERIAL No. |

| TYPE A/F & ENGINE | No. | EXTENT OF DAMAGE | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | | | |
|-------------------|----------|------------------|-------------|------------|------|-----------------------|-------|---------|------|-------|-------------|--------|-----|
| | | | | | | INST. | NIGHT | ON TYPE | | TOTAL | LAST 6 MOS. | | |
| Finch | 1016 | Seriously | | | | | | DUAL | SOLO | DUAL | SOLO | 165:25 | 165 |
| Kinner | 345/1548 | Seriously | | | | - | | 2:10 | | 3:10 | | | |

SIGNAL No & DATE: **A712 21-8-41** UNIT No & DATE: COM. No. & DATE: REPORT: FILE: DATE:

NATURE OF ACCIDENT

CAUSES
 MISCELLANEOUS
 FLIGHT
 TAKE-OFF
 LANDING
 TAXIING
 PRIMARY
 UND/TD
 OTHER
 A/G SURF.
 DRKNS.
 WEATHER
 INSTS.
 HAND O.
 PRIMARY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Mutual instructional flight

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Forced landing rough field. Aircraft overturned. Upon closing throttle to commence a spin the No. 5 cylinder blew partially off, due to vibration.

COMPOSITION:

FR/AOP/ES/IM/HN/I

Pilot landed at normal gliding speed but applied excessive brake pressure to prevent a/c from hitting fence.

RECOMMENDATIONS:

PRIMARY CAUSE: A/C turned on its back.

Engine failure.-- counter weights and cylinder had smashed through crankcase as a result of counter weight bolt breaking.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Forced landing, in small rough field causing aircraft to overturn.

RECORDED BY

DATE

CHECKED BY

DATE