

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	CAUSES OF ACCIDENTS	UNIT 17 E.F.T.S.	COM.	PLACE	DATE 21-8-41	TIME 0845	CAUSES	MISCELLANEOUS	STAGE OF FLIGHT
	Stanley, N.S.	9	Aerodrome	H.Q. FILE 1100-4783		A/C TYPE Finch	No. 4783	CRASH CAT. C.14	SE X	ME			
TYPE OF ENGINE	NAME	RANK	No.	DUTY	INJURIES	SERIOUS	CARD SERIAL No.	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT
	Bruce, W.	F.I.	F.I.	Uninjured	FATAL	INJURY							
CATEGORY	NAME	RANK	No.	DUTY	INJURIES	SERIOUS	CARD SERIAL No.	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT
	Fawns, R.S.	LAC	R93489	PP	Uninjured.	FATAL							
CATEGORY	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT
	Finch	4783	Serious										
CATEGORY	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT
	Kinner B5R 1766/6804	6804	Serious										
CATEGORY	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE	NATURE OF ACCIDENT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FLIGHT
	T.75	21-8-41											

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TECH.
DISO.B.
NEG.NCE
INEX.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.
LUBIN SYS.
ENG. STR.
AIRSCREW A.
ENG. CONTRS.
MISCEL.

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UND/TD
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HAND O.
INSTS.
WEATHER
DRYNS.
AL G SURF.
OTHER
UND/TD
PRIMARY
TAXING
LANDING
TAKE OFF
FLIGHT
STATRY
FATAL
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Dual instructions

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Engine failed to respond following carrying out of forced landing procedure. Student overshot on procedure leaving too short a field. Instructor ran into fence following landing.

COMPOSITION:

14 Feb 1960 / E.S.P. / [unclear]

RECOMMENDATIONS:

PRIMARY CAUSE:

Engine failure.

ACTION TAKEN:

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

Instructors and students warned again to use manifold heat while gliding.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Atmospheric conditions that day were such that Kinner engines were idling very erratically.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____