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|--------------------|-----|-----------------|-------|---------------------------------------|--------|---------------------|--------|------------|----------|------------|---------|-------------------|-----------|-----------------|-------------|-----------------|--------|--------|---------|-------------|-------------|-------------------|-------------|-------------------|--------------|----------------------|-----------|-----------------|-----------|------------|--------|------|--------------|-------------------|-----------------|-------------------|--------------|-----------------|---------|-----------------|-------|-----------------|---------|------|-----------|------|-----------|---|-------------|---|------------|---|-----------|---|-------------|---|--------------|---|---------|---|-------|---|---------|----|---------|----|--------|----|---------|----|-------|----|------------|----|-------|----|-------|----|---------|----|---------|----|---------|---|---------|---|--------|---|--------|---|-------|---|------|---|-----|---|-----|---|-----|---|
| 32 | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG/NC | 28 | INEXP/NC | 27 | MISCEL. | 26 | INSTRUCT. | 25 | FLT. CONTR. | 24 | OTHERS | 23 | PRIMARY | 22 | FL. CONTRS. | 21 | MOV. SURFS. | 20 | STAB. SURFS. | 19 | W. STRUTS | 18 | LAND GEAR | 17 | FLOATS | 16 | FUSE OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT | 13 | MISCEL. | 12 | UNDET | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUBR. SYS. | 6 | ENG. STR. | 5 | AIRSCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UNDET | 1 | PRIMARY | 19 | HAND Q. | 18 | INSTS. | 17 | WEATHER | 16 | DRKS. | 15 | AL'G SURF. | 14 | OTHER | 13 | UNDET | 12 | PRIMARY | 11 | TAXIING | 10 | LANDING | 9 | TAKEOFF | 8 | FLIGHT | 7 | STATRY | 6 | FATAL | 5 | INJ. | 4 | 3RD | 3 | 2ND | 2 | 1ST | 1 |
| TYPE OF ACCIDENT | | PILOT | | OTHERS | | CAUSES OF ACCIDENTS | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | MISCELLANEOUS CAUSES | | | | | | | | | | FLIGHT STAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT | | COM. | | PLACE | | DATE | | TIME | | H.Q. FILE | | A/C TYPE | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | NAME | | RANK | | No. | | DUTY | | INJURIES | | SERIOUS | | FATAL | | INJURY | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windsor Mills | | 3 | | 1/2 mile East of Pressaville, Quebec. | | 3-5-42 | | 1630 | | 1100-44-59 | | Finch 11 | | 4459 | | B | | X | | | | X | | | | Nabors J.C. | | IA2 | | R102700 | | P. | | Slightly injured. | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | INST. | | NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finch 11 | | 4459 | | Serious | | | | | | | | 9 | | 1 | | 29 | | 39 | | 29 | | 39 | | Kinner B5R | | 1523/6177 | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/17 | | 3-5-42 | | | | | | | | | | 1/17 | | 3-5-42 | | | | | | | | | | 1/17 | | 3-5-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

Cross country.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Forced landed in muddy field and turned over.

Became lost on X country & ran low on fuel.

DATE:

*DATE R.170
FB/PLN/12/1*

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Got lost on cross country and ran out of gas~~

17. Forced Landing.

ACTION TAKEN:

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

Progress check called for - successful.

17

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C landed in muddy field, wheels dug in and A/C overturned.~~

25. Petrol Shortage

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____