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CASPIR Aircraft Accident Cards

Serial: 4711

Title: Fleet Finch Finch II serial:4711 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-September-22. Fleet Finch II s/n 4711. This accident involved 2 people. Vanier JBF, Vanstone JL

Keywords: RCAFFleet Finch II,4711,11 EFTS,11 Elementary Flying Training School,Aerodrome,1942-September-22,Vanier,VanstoneRCAF L20

Created: 1942-09-22

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000720#4711

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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 | ENG. CONT. | MISCEL. | UND'TD | PRIMARY

HAND.G. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND'TD | PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY

FATAL | INJ. | 3RD. | INJURY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY A B C D

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

UNIT	COM.	PLACE	DATE	TIME
11 E.F.T.S. Cap de la Madeleine # 3		Main Aerodrome	22-9-42 H.Q. FILE 1100-47-11	0940

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Finch II	4711	C 3	x		x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Vanier, J.B.F.	LAC	R135334	PP	Uninjured.		
Vanstone, J.L.	SGT	R68176	Inst	Uninjured.		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Finch II	4711	NiL.			
Kinner 6069/1412		Seriously.			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 517 22-9					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Twenty hour test.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While carrying out test engine seized. Pilot carried out successful forced landing without any damage to airframe.

PRIMARY CAUSE:

Engine seizure due to insufficient oil temperature while flying.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C force landed.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

D-14

DATE:

COMPOSITION:

FB/ES/OM/M/I

RECOMMENDATIONS:

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REG. 1247 10M—15-11-41