

62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31			
JU.	TECH.	DISOB.	NEG/PC	INEXP/PC	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.	LUBIN SYS.	ENG. STR.	AIRCREW A.	ENG. CONTS.	MISCEL.	UN/TD	19			
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	33			
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										UN/TD		17							
CAUSES OF ACCIDENTS																																HANDO.		16
UNIT		13 E.P.F.C.		COM.		PLACE										DATE		TIME		H.O. FILE		1100-47-77		1045		INSTS.		15						
St. Eugene, Ont		#3		Near Glen Andrew Quebec																				WEATHER		14								
A/C TYPE		Flect Finch II		No.		4777										SE		ME		DAY		NIGHT		DRKNS.		13								
NAME		Walker, G.N.		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL No.		OTHER		12												
Walker, G.N.		SGT		E80679		FI		Nil										✓		UND/TD		11												
Murphy, J.A.		LAC		E164579		PP		Nil												PRIMARY		10												
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		TAXING		9										
Finch II		4777		Slight												DUAL		SOLO				LANDING		8										
Kinner 6500/1354		N+L.																				FLIGHT		7										
SIGNAL No. & DATE		UNIT No & DATE		COM. No. & DATE		REPORT		FILE		DATE		FLIGHT		FATAL		STATRY		INJ.		2RD.		1												
E 2		4-1																				2												
NATURE OF ACCIDENT																																1		2
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	33		

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Flying training.

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NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Forced landed. Hit snow drift and turned over.

COMPOSITION:

FB/ET/MP/NA/I

RECOMMENDATIONS:

PRIMARY CAUSE:

~~28. Structural failure.~~

~~Oil heat intensifier tube cracked, allowing exhaust fumes to enter oil heat pipe causing smoke and fumes to enter cockpit.~~

ACTION TAKEN:

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

Nil.

18. Misc. Technical

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Force landed, hit snow drift and A/G turned over.~~

39. Structural Failure

RECORDED BY

DATE

CHECKED BY

DATE