

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	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
JU.	TECH.	DISOB.	MES/NCE	INEXP/NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	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.	UND/TD	PRIMARY	HAND. Q.	INSTS	WEATHER	DRYNS	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD	5	2	1												
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																														
CAUSES OF ACCIDENTS																																																													
UNIT 3 Wireless S. Winnipeg, Man.		COM. 2		PLACE 2 miles S.W. of Fort Whyte, Man.		DATE 2-4-43		TIME 1530																																																					
A/C TYPE Fleet Fort 11		No. 3569		CRASH CAT. D		SE x		ME		DAY x		NIGHT																																																	
NAME		RANK		No.		DUTY		INJURIES		SERIOUS																																																			
Smith, T.G.		NZ		F/S 414692		P.		Nil.		FATAL		INJURY																																																	
Jackson, M.W.		NZ		Lac. 422993		WO		Nil.																																																					
										CARD SERIAL No.																																																			
										X																																																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																	
Fleet Fort 3569		Slightly										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																											
Jacobs 15539/1725		Nil.										DUAL SOLO		DUAL SOLO																																															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																			
NATURE OF ACCIDENT																																																													

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Wireless exercise.

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot saw cowling becoming loose at the top & vibrating badly. This stopped when engine was throttled back. Carried out a successful forced landing.

COMPOSITION:

1 M / 7 M M

RECOMMENDATIONS:

PRIMARY CAUSE:

33. Technical defect.

COWLING BECAME LOOSE & VIBERATED BADLY, DUE TO FAILURE OF SPINDLE AND SPROCKET ASSEMBLY.

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE