

32 P	31 JU.	30 TECH.	29 DISOB.	28 NEG'NCE	27 INEXP'NCE	26 MISCEL.	25 INSTRUCT.	24 FLT. CONTR.	23 OTHERS	22 PRIMARY	21 FL. CONTRS.	20 MOV. SURFS.	19 STAB. SURFS.	18 W. STRUTS	17 LAND. GEAR	16 FLOATS	15 FUSE. OR HULL	14 TAIL SKID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UND'TD	10 PRIMARY	9 FUEL SYS.	8 COOL SYS.	7 IGNIT SYS.	6 LUB'N SYS.	5 ENG. STR.	4 AIRSCREW A.	3 ENG. CONTRS.	2 MISCEL.	1 UND'TD	19 PRIMARY	18 HANDO.	17 INSTS.	16 WEATHER	15 DRANS.	14 ALG SURF.	13 OTHER	12 UND'TD	11 PRIMARY	10 TRYING	9 LANDING	8 TAKE-OFF	7 FLIGHT	6 FATAL	5 INJ.	4 3RD.	3 2ND.	2 1ST.	1 RAF
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																				
CAUSES OF ACCIDENTS																																																		
UNIT #1 SFTS Camp Borden		COM. #1 TC		PLACE Cookstown		DATE 2.5.43		TIME 1730		H.Q. FILE 1100-28-65																																								
A/C TYPE Harvard		No. 2865		CRASH CAT. C.1		SE X		ME		DAY X		NIGHT																																						
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																					
Derosier, L.J.			PO		J21005		FI		Nil				FATAL		INJURY																																			
Coulter, B.R.			LAC		AUS426319		PP		Nil																																									
													CARD SERIAL No.																																					
													4																																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																						
Harvard		2865		Slight								INST		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																										
																DUAL		SOLO		DUAL		SOLO																												
Wasp 4012/7772				Nil																																														
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																			
C.454 4.5.43																																																		
NATURE OF ACCIDENT																																																		

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Formation.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

11/10/51 / ET / MCIG / I / JOK / E ✓

Engine failed to respond to throttle COMPOSITION:

boost, dropped to 10" Hg., carburettor heat full on, no signs of icing, pilot left formation throttle still had no effect, picked a field and landed wheels up. Engine still turning over but no power.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~54. Engine failure in the air.~~

Nut holding throttle control crank arm to butterfly valve shaft extension found to be backed off allowing serrations to become disengaged, allowing pilot no control over engine. Apparently had never had cotter pin installed by Noordduyn's Ltd.

ACTION TAKEN:

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

Disciplinary action is being taken against men responsible for not noticing absence of cotter pin on inspection of engine.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

26. ENGINE TROUBLE -

ACCIDENT

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____