

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.	REG-WCE	INEXP-WCE	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.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY								
4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1								
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																								
CAUSES OF ACCIDENTS																																							
UNIT <b>Nol Wireless S</b> COM.										PLACE <b>Ste. Marie, Que.</b>										DATE <b>12-11-42</b> TIME <b>1120</b>				H.O. FILE <b>1100-48-23</b>															
A/C TYPE <b>Menasco Moth</b>										No. <b>4823</b>				CRASH CAT. <b>NIL.</b>				SE <b>X</b>		ME		DAY <b>X</b>		NIGHT															
NAME										RANK		No.		DUTY		INJURIES				SERIOUS																			
<b>Leroux, J.A.A.</b>										<b>Sgt.</b>		<b>RL08381</b>		<b>P.</b>		<b>NIL.</b>				FATAL		INJURY																	
<b>Cochrane, R.H.</b>										<b>IAC.</b>		<b>RL38596</b>		<b>AG</b>		<b>NIL.</b>																							
TYPE OF ENGINE										CARD SERIAL No.				MISCELLANEOUS																									
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS								STAGE OF FLIGHT											
<b>M. Moth 4823 N.L.</b>																		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		TAXIING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL	
<b>Menasco 12395/4323 NIL.</b>																																							
SIGNAL No. & DATE										UNIT No. & DATE										COM. No. & DATE										REPORT		FILE		DATE					
NATURE OF ACCIDENT																																							
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1					
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								

*Incident*

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Wireless telegraphy instructional flight.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D-14

While flying at 2000 ft. (indicated) the motor picked up ice in the carburettor. This caused the revolutions per minute to fall off from 1850 to 1400 R.P.M. The pilot could not get rid of the ice by use of the throttle, so was

COMPOSITION:

compelled to make a forced landing in a suitable field. (There is no carburettor heat control on the

RECOMMENDATIONS:

Install a manually operated carburettor heat control.

PRIMARY CAUSE: Menasco Moth A/C.

Ice formation in carburettor caused engine to fail.

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Force landed.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_