

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
TYPE OF ENGINE		UNIT		COM.		PLACE		DATE		TIME		H.O. FILE	
A/C TYPE		No. 31 F.T.S. Kingston, Ont.		1		N. boundary airdrome		5-1-41		1455		1100-40-42	
NAME		RANK		No.		DUTY		CRASH CAT.		SE		ME	
Battle 1		4042		6.4		SE		ME		DAY		NIGHT	
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL	
Whitney, B.L.		LAC		R62215		PP		Uninjured		FATAL		INJURY	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		DATE		INST.		NIGHT	
Battle 1		4042		Slight.		D.14		6-1-41		ON TYPE		TOTAL	
R.R. 18655/ Merlin 144265		Slight		D.14		6-1-41		LAST 6 MOS.		DUAL		SOLO	
SIGNAL NO. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT	
66 6-1-41		A-21 6-1-41		NATURE OF ACCIDENT		REPORT		FILE		DATE		STAGE OF FLIGHT	

DUTY ON WHICH ENGAGED: Flying training.
Circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: *DAM/R/A.P./PDE/ES/MC/PN/O*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Commanding Officer's Report.

6-1-41

COMPOSITION:

Group Captain A. Shekelton.

RECOMMENDATIONS:

Failure of engine on take-off.

Prior to failure the pupil
had slackened the throttle friction
nut during landing and after bouncing
he opened the throttle, but it
vibrated back. The pupil then

re-opened the throttle too violently and the engine choked.

PRIMARY CAUSE: The throttle friction nut

had been slackened off too much
during the approach.

ACTION TAKEN:

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

D.14 approved by A.M.T. 29-1-41.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Re-opening of the throttle too
violently after it had vibrated
back.

RECORDED BY

DATE

CHECKED BY

DATE