

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
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT # 1 E.F.T.S.		COM. 1		PLACE 6 MILES EAST MT. HOPE										DATE 26-1-41		TIME 1230															
MALTON, ONT.				AIRPORT.										H.Q. FILE 1100-44-70																	
A/C TYPE FINCH		No. 4470		CRASH CAT. NIL		SE X ME		DAY X NIGHT																							
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
ENGLISH, W.			SGT.		R74769		F.I.		UNINJURED				FATAL INJURY																		
MASON, D.L.			LAC		J-20337		P.P.		UNINJURED				CARD SERIAL No.																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
FINCH		4470		NIL		D.14						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
KINNER		6094/432		NIL																											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 HAND.O.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UN'D TO
 PRIMARY
 TAYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAYRY
 FATAL
 INJ.
 SHD.

DUTY ON WHICH ENGAGED:

DUAL INSTRUCTION

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PRIMARY CAUSE:

ENGINE FAILURE DUE TO ICING IN CARBURETTOR.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

FLYING INTO CLOUD FORMATION

COURT OF INQUIRY, INVESTIGATING OFFICER ^{SPE}
OR COMMANDING OFFICER'S REPORT: ^{ROPIES/PM/MZ}
COMMANDING OFFICER'S REPORT

DATE: 27-1-41

COMPOSITION:

F/L E.H. WEAVER

RECOMMENDATIONS:

DO NOT FLY INTO CLOUD FORMATION. FULL MANIFOLD HEAT TO BE USED WHEN NECESSARY

ACTION TAKEN:

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

A.M.T. APPROVES D.14 7-2-41

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____