

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 13 E.F.T.S.		COM.		PLACE 3 Miles west of		DATE 21-2-41		TIME 14:30																							
Cap-de-la-Mad		3		St. Eugene Airport.		H.Q. FILE 1100-47-32																									
A/C TYPE Finch II		No. 4732		CRASH CAT. C		SE X		ME		DAY X		NIGHT																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Field W.H.M.				LAC		R56351		P		Uninjured.				FATAL INJURY																	
TYPE A/F & ENGINE												No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS									
Finch II												4732		Serious		DL4		25-2-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.					
Kinner												1712/6363		Nil								DUAL SOLO		DUAL SOLO							
B5R																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 HANDS  
 INSTRS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Forced landing practice and aerobatics

COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 25-2-41

COMPOSITION:

Engine was miss firing due to improper positioning of the carburettor heat control and the pupil attempted a forced landing instead of adjusting the carburettor heat control.

(W.E. Ferguson.) Flight Lieutenant.

*FB/MAP/PERD/ES/PM/PC/E*

RECOMMENDATIONS:

Pupils are instructed to keep the engine warm by opening the throttle periodically during the glide on forced landing practice. More thorough instructions to be given in the use of carburettor heat control during flight.

PRIMARY CAUSE:

ACTION TAKEN:

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

Failure to adjust carburettor heat control after forced landing practice

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Deep snow turned the aircraft on its back after landing.

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

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