

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
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
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
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
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

TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS CAUSES	
	CAUSES OF ACCIDENTS										STAGE OF FLIGHT			
	UNIT Central Flying School, Trenton.			COM. 1	PLACE Aerodrome, Central Flying School.			DATE 17-3-41		TIME 0830				
	A/C TYPE Finch II			No. 4536	CRASH CAT. Nil		SE X	ME	DAY X	NIGHT				
	NAME Dowson, C.H.			RANK LAC	No. R51109	DUTY		INJURIES Slight				SERIOUS		
										FATAL		INJURY		
CATEGORY	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
	Finch II	4536	Nil				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.	
	Kinner B5R									DUAL	SOLO	DUAL	SOLO	
SIGNAL No & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT		FILE		DATE	
NATURE OF ACCIDENT														

NAFTA

DUTY ON WHICH ENGAGED:

Swinging airscrew prior to flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Airscrew kicked over while sucking
in with switches "off" position.

COURT OF INQUIRY: INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report

DATE: 19-3-41

COMPOSITION: T.A. Lawrence, Group Captain

MA/XEM

RECOMMENDATIONS:

The whole system of airscrew swinging
and those qualified for such duties, is being
thoroughly checked and investigated.

PRIMARY CAUSE:

The hot engine fired the air-
screw,

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____