

32 1 P		31 JU.		30 TECH.		29 DISOB.		28 NEG/NC		27 INEXP/NC		26 MISCEL.		25 INSTRUCT.		24 FLT CONTR.		23 OTHERS		22 PRIMARY		21 FL. CONTS.		20 MOV. SURFS.		19 STAB. SURFS.		18 W. STRUTS		17 LAND GEAR		16 FLOATS		15 FUSE OR HULL		14 TAIL SKID OR W.		13 ENGINE MOUNT.		12 MISCEL.		11 UNTD		10 PRIMARY		9 FUEL SYS.		8 COOL SYS.		7 IGNIT. SYS.		6 LUB'N SYS.		5 ENG. STR.		4 AIRCREW A.		3 ENG. CONTS.		2 MISCEL.		1 UNTD																																					
4		3		2		1		PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		MISCELLANEOUS		HAND O.		INSTS.		WEATHER		DRKNS.		AL'G SURF.		OTHER		UNTD		PRIMARY		TAXING		LANDING		TAKEOFF		FLIGHT		STATRY		FATAL		INJ.		3RD.		1																																																	
5		4		3		2		1		CAUSES OF ACCIDENTS		DATE		TIME		UNIT # 4 B & G		COM.		PLACE		H.O. FILE		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.																																													
6		5		4		3		2		1		14-4-41		09:00		FINGAL ONTARIO		I		I MILES EAST OF # 4 B & G				FAIREY BATTLE		1826		C2		X				X		NIGHT		FAIREY BATTLE		1826		C2		X				NIGHT		FAIREY BATTLE		1826		C2		X				NIGHT																																							
7		6		5		4		3		2		1		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																											
8		7		6		5		4		3		2		1		BATTLE		SLIGHT																		BATTLE		1826		SLIGHT																																																											
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DUTY ON WHICH ENGAGED:

GUNNERY EXERCISE.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DETAILED TO FLY BATTLE 1862 ON A GUNNERY EXERCISE

F/O ANDERSON NOTICED WHILE IN FLIGHT THAT THE ENGINE

WAS SLUGGISH. THE ENGINE WAS NOT TURNING UP ITS

REQUIRED NUMBER OF REVOLUTIONS WHEN THROTTLE WAS

FULLY OPENED. F/O ANDERSON LANDED AND LATER IN THE RECOMMENDATIONS:

DAY HE WAS DETAILED TO FLY THIS A/C FOR FURTHER GUNNERY

EXERCISE. ON TAKE OFF THE ENGINE BEGAN TO VIBRATE

PRIMARY CAUSE: CONSIDERABLY. HE HEADED BACK FOR

THE AERODROME AS THE ENGINE KEPT LOSING REVOLUTIONS

UNTIL APPROXIMATELY ONE MILE FROM THE AERODROME IT

FAILED TO FUNCTION COMPLETELY NECESSITATING A FORCED

LANDING.

ACTION TAKEN:

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

ENGINE FAILURE PRIMARY CAUSE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

MONTHLY ACCIDENT RETURN.

COMPOSITION:

FB/AOP/ES/NA/NK/I

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_