

<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> 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 </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> TECH. DISOB. NEG NCE INEXP NCE MISCEL. INSTRUCT. FLY CONTR. OTHERS PRIMARY FL CONTS. MOV SURFS. STAB SURFS. W STRUTS LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND TD PRIMARY FUEL SYS. COOL SYS. IGNIT SYS. LUB N SYS. ENG STR. AIRSCREW A. ENG CONTS. MISCEL. UND TD PRIMARY HAND O. INSTS. WEATHER DRAWS. ALG SURF. OTHER UND TD PRIMARY TAXING LANDING TAKE OFF FLIGHT STATRY FATAL INJ 3RD 5 </div> </div>																																			
PILOT			OTHERS			AIRFRAME FAILURE												ENGINE FAILURE																	
CAUSES OF ACCIDENTS																																			
UNIT # 31 S.F.T.S. Kingston Ont.					COM. 1		PLACE # 31 S.F.T.S. Kingston												DATE 20-5-41		TIME 15:45														
A/C TYPE Battle					No. R7427		CRASH CAT. D		SE x ME		DAY x NIGHT																								
NAME			RANK		No.		DUTY		INJURIES						SERIOUS																				
Beaumont W.R.			F/O				FI		Uninjured.						FATAL			INJURY																	
Harding H.T.T.			A/L/A				PP		Uninjured.																										
															CARD SERIAL No.																				
TYPE A/F & ENGINE			No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																						
Battle R7427			Nil										INST. NIGHT		ON TYPE				TOTAL				LAST 6 MOS.												
Merlin 118227/2103			Serious												DUAL SOLO		DUAL SOLO																		
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																				
NATURE OF ACCIDENT																																			

DUTY ON WHICH ENGAGED:

Height Test.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

SFE/ADP/ES/GL/D/I

Instructor and Pupil had completed height test to 20,000 ft, and during the descent at 10,000 ft. the engine suddenly began to vibrate and the cockpits were filled with white smoke. Oil pressure dropped to 30 lbs. Inst. carried successful forced

RECOMMENDATIONS:

PRIMARY CAUSE: landing.

Mechanical failure of engine.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE