

|                     |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
|---------------------|----|-----------------|----|------------------|----|-----------------|----|------------|----|------------|----|-----------------------|----|-------------|-------------------------------|-----------|----|-----------|----|------------------|----|-------------|----|--------------|----------------------|-----------------|--------|-----------|----|----------------|----|---------------|--|-----------------|--|---------------|--|---------|--|-------|--|---------|--|-----------|--|------------|--|-------------|--|------------|--|-----------|--|-------------|--|--------------|--|---------|--|-------|--|---------|--|----------|--|--------|--|---------|--|--------|--|------------|--|-------|--|-------|--|---------|--|--------|--|---------|--|---------|--|--------|--|--------|--|-------|--|------|--|------|--|---|--|---|--|---|--|---|--|
| 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 |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| JU.                 |    | TECH.           |    | DISOB.           |    | NEG-NCE         |    | INEX-NCE   |    | MISCEL.    |    | INSTRUCT.             |    | FLT. CONTR. |                               | OTHERS    |    | PRIMARY   |    | FL. CONTRS.      |    | MOV. SURFS. |    | STAB. SURFS. |                      | W. STRUTS       |        | LAND GEAR |    | FLOATS         |    | FUSE. OR HULL |  | TAIL SKID OR W. |  | ENGINE MOUNT. |  | MISCEL. |  | UNDTD |  | PRIMARY |  | FUEL SYS. |  | COOL. SYS. |  | IGNIT. SYS. |  | LUB'N SYS. |  | ENG. STR. |  | AIRSCREW A. |  | ENG. CONTRS. |  | MISCEL. |  | UNDTD |  | PRIMARY |  | HAND. O. |  | INSTS. |  | WEATHER |  | DRKNS. |  | ALG. SURF. |  | OTHER |  | UNDTD |  | PRIMARY |  | TAXING |  | LANDING |  | TAKEOFF |  | FLIGHT |  | STATRY |  | FATAL |  | INJ. |  | 3RD. |  | 5 |  | 3 |  | 2 |  | 1 |  |
| PILOT               |    |                 |    |                  |    |                 |    |            |    | OTHERS     |    |                       |    |             |                               |           |    |           |    | AIRFRAME FAILURE |    |             |    |              |                      |                 |        |           |    | ENGINE FAILURE |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| CAUSES OF ACCIDENTS |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| UNIT 13 E.F.T.S.    |    |                 |    |                  |    |                 |    |            |    | COM. No. 3 |    |                       |    |             | PLACE 4 MI. WEST OF AERODROME |           |    |           |    |                  |    |             |    |              | DATE 15-6-41         |                 |        |           |    | TIME 1040      |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| ST EUGENE           |    |                 |    |                  |    |                 |    |            |    | No. 3      |    |                       |    |             | 4 MI. WEST OF AERODROME       |           |    |           |    |                  |    |             |    |              | H.Q. FILE 1100-46-61 |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| A/C TYPE FINCH      |    |                 |    |                  |    |                 |    |            |    | No. 4661   |    |                       |    |             | CRASH CAT. C                  |           |    |           |    | SE X             |    | ME          |    | DAY X        |                      | NIGHT           |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| NAME                |    |                 |    |                  |    |                 |    |            |    | RANK       |    | No.                   |    | DUTY        |                               | INJURIES  |    |           |    |                  |    |             |    |              |                      | SERIOUS         |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| MELVILLE, A.D.      |    |                 |    |                  |    |                 |    |            |    | LAC        |    | R69399                |    | P           |                               | UNINJURED |    |           |    |                  |    |             |    |              |                      | FATAL           | INJURY |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
|                     |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
|                     |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      | CARD SERIAL NO. |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
|                     |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| TYPE A/F & ENGINE   |    | No.             |    | EXTENT OF DAMAGE |    | REPORT FORM     |    | SERIAL No. |    | DATE       |    | HOURS FLOWN BY PILOTS |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| FINCH               |    | 4661            |    |                  |    |                 |    |            |    |            |    | INST.                 |    | NIGHT       |                               | ON TYPE   |    |           |    | TOTAL            |    | LAST 6 MOS. |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| KINNER              |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    | DUAL SOLO |    | DUAL SOLO        |    | 42          |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| SIGNAL No. & DATE   |    | UNIT No. & DATE |    |                  |    | COM. No. & DATE |    |            |    | REPORT     |    |                       |    | FILE        |                               |           |    | DATE      |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| E92                 |    | 8-7-41          |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |
| NATURE OF ACCIDENT  |    |                 |    |                  |    |                 |    |            |    |            |    |                       |    |             |                               |           |    |           |    |                  |    |             |    |              |                      |                 |        |           |    |                |    |               |  |                 |  |               |  |         |  |       |  |         |  |           |  |            |  |             |  |            |  |           |  |             |  |              |  |         |  |       |  |         |  |          |  |        |  |         |  |        |  |            |  |       |  |       |  |         |  |        |  |         |  |         |  |        |  |        |  |       |  |      |  |      |  |   |  |   |  |   |  |   |  |

DUTY ON WHICH ENGAGED:

PRACTICING TAKEOFFS, LANDINGS, AND

FORCE LANDINGS

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PILOT HEARD EXPLOSION, SAW CYLINDER  
FALLING OFF. SHUT OFF MOTOR AND MADE  
A FORCED LANDING WITH NO FURTHER DAMAGE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

IM/ET/MP/D/I ✓

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

ENGINE BECAME UNSERVICEABLE AND AIRCRAFT  
MADE A FORCED LANDING

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

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