

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																																																																				
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J.U.		TECH.		DISOB.		NEG/NCE		INEXP/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 Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UNDTD		PRIMARY		TAKING		LANDING		TAKEOFF		FLIGHT		STATRY		FATAL		INJ.		3rd		5		N	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																					
CAUSES OF ACCIDENTS																																																																																																			
UNIT 7 B. & G.S.										COM. # 2					PLACE 2 miles S.W. Aerodrome										DATE 18-9-42				TIME 1000																																																																						
Dauphin, Manitoba																									H.Q. FILE 1700-1877																																																																										
A/C TYPE Gun Battle										No. 1877					CRASH CAT. A				SE x		ME		DAY x		NIGHT																																																																										
NAME										RANK		No.		DUTY		INJURIES						SERIOUS																																																																													
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TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																															
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A 20										18-9																																																																																									
NATURE OF ACCIDENT																																																																																																			

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Scheduled gunnery exercise.

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 19-9-42.

Engine failure after take off at 800 feet. Aircraft spun in.

COMPOSITION:

F/L Sharpe, E.W.C. (C2797) No. 2 T.C. Winnipeg, Man.

COO/AOC/PSE/O/E/P/S/IM/M/O

RECOMMENDATIONS:

As a mere engine failure should not have resulted in more than a forced landing, and as the cause of the A/C coming down out of control remains obscure, no recommendations are offered.

PRIMARY CAUSE:

Pilot lost control of A/C resulting in the A/C spinning into the ground.

Out of Control (14)

ACTION TAKEN:

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

All pilots and ground crews instructed on how to detect an internal glycol leak in the early stages. This periodically.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Engine failure due to a burned out~~

~~inlet seat valve.~~

Engine Trouble - Accident (26)

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____