

TYPE OF A/C		PILOT		CAUSES OF ACCIDENTS										ENGINE FAILURE	
TYPE OF ENGINE		UNIT		CAUSES OF ACCIDENTS										ENGINE FAILURE	
CATEGORY		A/C TYPE		CAUSES OF ACCIDENTS										ENGINE FAILURE	
NATURE OF ACCIDENT		NAME		CAUSES OF ACCIDENTS										ENGINE FAILURE	
1	2	UNIT 13 E.F.T.S.		COM. # 3		PLACE 3 MILE FROM MAIN AERODROME						DATE 29-10-42		TIME 1510	
3	4	St. Eugene, Ontario		# 3		3 MILE FROM MAIN AERODROME						H.Q. FILE 1100-44-81			
5	6	A/C TYPE F		No. 4481		CRASH CAT. B		SE x		ME		DAY x		NIGHT	
7	8	LEET FINCH II		4481		B		x				x			
9	10	RANK		No.		DUTY		INJURIES						SERIOUS	
11	12	EMMETT, R.M.		LAC R154087		P		Seriously injured.						FATAL INJURY	
13	14													CARD SERIAL No.	
15	16														
17	18	TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS	
19	20	FINCH II		4481		Serious								INST. NIGHT	
21	22	Kinner B5R		1473		Serious								ON TYPE TOTAL LAST 6 MOS.	
23	24													DUAL SOLO DUAL SOLO	
25	26	SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
27	28	E 182		29-10											

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19 ()
- 18 ()
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- 16 ()
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- 1 ()

DUTY ON WHICH ENGAGED:

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

PRACTICE TAKE-OFF CIRCUITS AND LANDINGS,
NATURE OF ACCIDENT AND STAGE OF FLIGHT:
AIRCRAFT CRASHED INTO FIELD THREE QUARTERS

COURT OF INQUIRY

DATE: 30-10-42.

000/AOC/AOC/1st Lt P. J. Simpson

COMPOSITION:

F/L LEDYARD, L.C. (C4100) No. 3 TRAINING COMMAND, HEADQUARTERS, MONTREAL

OF A MILE FROM BOUNDARY AFTER TAKE-OFF.
IT APPEARS THE A/C PASSED OVER AT ABOUT 200
FT. WITH THE ENGINE MISSING. IT STOPPED CLIMBING,
PASSED OVER A CLUMP OF TREES, THE ENGINE BACK-
FIRED TWICE, A/C TURNED ABOUT 80° PORT, THE NOSE
DROPPED SHARPLY AND A/C DIVED TO THE GROUND.

RECOMMENDATIONS:

THAT ALL AIR FILTERS BE REMOVED FROM THIS TYPE, EXCEPT FOR SUMMER
OPERATION WHEN DUST IS PREVALENT ON THE AERODROME. THAT ALL PUPILS
BE INSTRUCTED TO IMMEDIATELY APPLY CARBURETTOR HEAT IN THE EVENT OF
ENGINE FAILURE ON TAKE-OFF, AND THAT THEY BE TAUGHT THE REASONS WHY
THAT IS NECESSARY. THAT FURTHER EMPHASIS BE MADE ON THE NECESSITY OF
LANDING STRAIGHT AHEAD AFTER ENGINE FAILURE ON TAKE-OFF.

PRIMARY CAUSE:

~~AFTER ENGINE FAILURE PILOT STALLED A/C IN
A GLIDING TURN.~~

Out of Control

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS AND CONCUR IN THE APPROVAL OF THE A.O.C.

IT IS TO BE NOTED THAT THIS PUPIL HAD NOT FLOWN FOR A WEEK PRIOR TO
THE ACCIDENT. IT IS RECOMMENDED THAT IN CASES OF THIS NATURE,
PARTICULARLY IN VIEW OF CHANGES IN CLIMATE CONDITIONS, THAT PUPILS BE
GIVEN A SHORT DUAL CHECK BEFORE BEING SENT SOLO.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C CRASHED IN FIELD.~~

Engine Trouble Accident

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____