

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	19
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	19
PILOT										AIRFRAME FAILURE										ENGINE FAILURE												
OTHERS										CAUSES OF ACCIDENTS										MISCELLANEOUS												
UNIT 11 E.F.T.S.										COM. # 3										PLACE 600 yards south of Airport												
Cap de la Mad.										H.Q. FILE 1100-48-6										DATE 29-10-42 TIME 1000												
A/C TYPE Finch II										No. 4806										SE ME DAY NIGHT												
NAME										RANK No DUTY										INJURIES SERIOUS												
Snider, R.M.										SGT R93459 FI										Nil												
Catteral, W.A.										LAC R161196 PP										Nil												
																				CARD SERIAL No.												
																				✓												
TYPE A/F & ENGINE										No.										EXTENT OF DAMAGE												
Finch II										4806										Serious												
Kinner 6046/1384										NIL.																						
REPORT FORM										SERIAL No.										DATE												
INST.										NIGHT										ON TYPE												
																				DUAL SOLO												
																				DUAL SOLO												
																				LAST 6 MOS.												
SIGNAL No. & DATE										UNIT No. & DATE										COM. No. & DATE												
A 680										30-11																						
NATURE OF ACCIDENT																																
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	19
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	19

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

CAUSES

STAGE OF FLIGHT

- 19 () TECH.
- 18 () DISOB.
- 17 () NEG. NCE
- 16 () INEXP. NCE
- 15 () MISCEL.
- 14 () INSTRUCT.
- 13 () FLT. CONTR.
- 12 () OTHERS
- 11 () PRIMARY
- 10 () FL. CONTR.
- 9 () MOV. SURFS.
- 8 () STAB. SURFS.
- 7 () W. STRUTS
- 6 () LAND. GEAR
- 5 () FLOATS
- 4 () FUSE. OR HULL
- 3 () TAIL SKID OR W.
- 2 () ENGINE MOUNT.
- 1 () MISCEL.
- 19 () UND'TD
- 18 () PRIMARY
- 17 () FUEL SYS.
- 16 () COOL SYS.
- 15 () IGNIT. SYS.
- 14 () LUB'N SYS.
- 13 () ENG. STR.
- 12 () AIRSCREW A.
- 11 () ENG. CONTR.
- 10 () MISCEL.
- 9 () UND'TD
- 8 () PRIMARY
- 7 () HAND. D.
- 6 () INSTS.
- 5 () WEATHER
- 4 () DRKNS.
- 3 () ALG. SURF.
- 2 () OTHER
- 1 () UND'TD
- 19 () PRIMARY
- 18 () TAXING
- 17 () LANDING
- 16 () TAKE-OFF
- 15 () FLIGHT
- 14 () STATRY
- 13 () FATAL
- 12 () INJ.
- 11 () 3rd
- 10 () 2nd
- 9 () 1st

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Dual instruction.

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Engine failure on take-off. Pilot landed straight ahead in brush.

COMPOSITION:

O/F M/A/C/E/S/P/M/M/E

RECOMMENDATIONS:

PRIMARY CAUSE:

Engine failure due to restricted flow of gas to engine, caused by inefficient valve cock stop.

ACTION TAKEN:

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

15. FORCE LAND

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot landed in brush after engine failed.~~

26. ENGINE TROUBLE -

ACCIDENT.

RECORDED BY

DATE

CHECKED BY

DATE