

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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				CAUSES OF ACCIDENTS	
TYPE OF ENGINE	UNIT #3 W.S. Winnipeg, Man.		COM. #2 TC		PLACE Stevenson Airport				DATE 8.4.43		TIME 1625		H.Q. FILE 1100-35-69	
CATEGORY	A/C TYPE Fleet Fort 60K 11		No. 3569		CRASH CAT. C.1				SE Y		ME		DAY NIGHT X	
	NAME		RANK		No.		DUTY		INJURIES		SERIOUS			
	Johnson, C.J.		Sgt		R106293		P		Nil		FATAL		INJURY	
	Robert, G.L.		LAC		R167067		Trainee		Nil					
							WO							
											CARD SERIAL NO.			
	TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS	
	Fort 60K #3569		Slightly		Slightly								INST. NIGHT ON TYPE TOTAL LAST 6 MOS.	
	Jacobs 15539/1723		Nil.										DUAL SOLO DUAL SOLO	
	SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT	
	A.21		10.4.43										FLIGHT TAKE-OFF LANDING TAXIING PRIMARY UNDDTD OTHER ALG SURF. DRINKS. WEATHER INSTS. HAND Q. PRIMARY UNDDTD MISCELLANEOUS CAUSES	
NATURE OF ACCIDENT														

DUTY ON WHICH ENGAGED:

W/T exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot was close to airport when
cowling became loose and rattled
against propellor. Successful landing
was made.

DATE:

COMPOSITION:

1M/AMM

RECOMMENDATIONS:

PRIMARY CAUSE:

33. Technical defect.
Cowling became loose and vibrated
badly due to failure of spindle
and sprocket assembly.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE