

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
 A B C D
 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
 TYPE OF UNIT
 TYPE OF A/C
 CATEGORY

31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
 MONTH
 STAGE OF FLIGHT
 INJURY
 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st
 M N

ACCIDENT CLASSIFICATION

UNIT 11 E.F.T.S. Cap de la Mad.		COM. 3	PLACE 6 miles due north of M.A.			DATE 30.6.43	TIME 1050		
A/C TYPE Finch II		NO. 4537	CRASH CAT.	S.E. X	M.E.	DAY X	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Durand, J.S.		SGT	R52437	PP	Nil		NO. A431	DATE 1.7	
							D 14 (REVISED)		
							NO. J-12	CHECKED <input checked="" type="checkbox"/>	
							32		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Kinnor		6182/1528 Serious		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
						12	20	12	20

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Seq. 9,10,12,15,17

NATURE OF ACCIDENT:

Pupil had engine stop during spin.
Restarted engine, but same failed
after restarting due to mechanical
failure and pupil carried out a
successful forced landing.

CLASSIFICATION:

54. Engine failure in the air

SECONDARY OR CONTRIBUTORY FACTORS:

33. Technical Defect

TECHNICAL OFFICER'S REPORT:

Aircraft was forced down due to failure of No. 3
cylinder head casting being fractured at exhaust
port rocker box, causing exhaust valve to remain
closed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil