

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		
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		
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.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HAND O.	MISCELLANEOUS	STAGE OF FLIGHT
PILOT										AIRFRAME FAILURE										ENGINE FAILURE													
CAUSES OF ACCIDENTS																																	
UNIT <b>3 F.I.S. Armprior</b>										COM. <b>3</b>		PLACE <b>5 miles West of Renfrew, Ont.</b>										DATE <b>3-11-42</b>		TIME <b>1120</b>									
A/C TYPE <b>Finch 11</b>										No. <b>4803</b>		CRASH CAT. <b>NIL</b>		SE <b>x</b>		ME		DAY <b>x</b>		NIGHT													
NAME										RANK		No.		DUTY		INJURIES								SERIOUS									
<b>Taylor, D.R.</b>										<b>P/O</b>		<b>613133</b>		<b>FI</b>		<b>NIL.</b>								FATAL		INJURY							
<b>Hunter, T.R.</b>										<b>S-P</b>		<b>132554</b>		<b>PP</b>		<b>NIL.</b>																	
<i>Incident</i>																																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										LAST 6 MOS.											
<b>Finch 11</b>		<b>4803</b>		<b>NIL.</b>								INST.		NIGHT		ON TYPE		TOTAL															
<b>Kinner 6124/1462</b>				<b>NIL.</b>												DUAL		SOLO		DUAL		SOLO											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
NATURE OF ACCIDENT																																	

) DUTY ON WHICH ENGAGED:

) Dual aerobatics.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

) NATURE OF ACCIDENT AND STAGE OF FLIGHT:

) Forced landing due to failure of engine to pick up after slow roll.

DATE:

D-14

COMPOSITION:

) There appeared to be a shortage of fuel reaching the carburettor. Successful

) forced landing carried out and after

) an inspection by Maintenance was able RECOMMENDATIONS:

) to be flown back to base.

) PRIMARY CAUSE:

) Sticking float causing carburettor flooding.

ACTION TAKEN:

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

All pilots attention have been drawn again to the applicable order in the Pilots Order Book stating the cause of this type of engine failure and the corrective action to be taken.

) SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_