

32 1 P	31 2 J.U.	30 3 TECH.	29 4 DISOB.	28 5 NEG'NCE	27 6 INEXP'NCE	26 7 MISCEL.	25 8 INSTRUCT.	24 9 FLT. CONTR.	23 10 OTHERS	22 11 PRIMARY	21 12 FL. CONTS.	20 13 MOV. SURFS.	19 14 STAB. SURFS.	18 15 W. STRUTS	17 16 LAND. GEAR	16 17 FLOATS	15 18 FUSE OR HULL	14 19 TAIL SKID OR W.	13 20 ENGINE MOUNT.	12 21 MISCEL.	11 22 UNDTD	10 23 PRIMARY	9 24 FUEL SYS.	8 25 COOL SYS.	7 26 IGNIT. SYS.	6 27 LUB'N SYS.	5 28 ENG. STR.	4 29 AIRSCREW A.	3 30 ENG. CONTS.	2 31 MISCEL.	1 32 UNDTD						
18 17	16 18	15 19	14 20	13 21	12 22	11 23	10 24	9 25	8 26	7 27	6 28	5 29	4 30	3 31	2 32	1 33	18 34	17 35	16 36	15 37	14 38	13 39	12 40	11 41	10 42	9 43	8 44	7 45	6 46	5 47	4 48	3 49	2 50	1 51			
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																							
CAUSES OF ACCIDENTS																																					
UNIT # 13 E.F.T.S.		COM.		PLACE 1 1/2 Miles south of No.		DATE 5-3-41		TIME 17:30																													
Cap de la Mad <i>STEWART</i>		3		13 E.F.T.S.		H.Q. FILE 1100-44-26																															
A/C TYPE Finch II		No. 4426		CRASH CAT. C		SE X		ME		DAY X		NIGHT																									
NAME Stewart W.B.		RANK LAC		NO. 15486		DUTY P		INJURIES Uninjured.		SERIOUS		FATAL		INJURY																							
TYPE A/F & ENGINE Finch		No. 4426		EXTENT OF DAMAGE Slight		REPORT FORM D14		DATE 10-3-41		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																			
Kinner		1533/6186		Nil																																	
SIGNAL NO. & DATE		UNIT NO. & DATE		COM. NO. & DATE		REPORT		FILE		DATE																											
NATURE OF ACCIDENT																																					

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

UNDTD
 PRIMARY
 HANDO.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3RD.
 RAF

DUTY ON WHICH ENGAGED:

Landing Practise.
NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Forced landing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

Commanding Officers Report.

COMPOSITION:

10³3-41

OEM/ADP/ES/IM/MO
Flight Lieutenant (M.E. Ferguson)

RECOMMENDATIONS:

Engines and airframe lectures being amended to give students better understanding of this type of trouble.

PRIMARY CAUSE:

Stuck Valve No. 1 Cylinder after take-off.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot too anxious to make a forced landing because engine gave trouble after take-off.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____