

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
TECH.	DISOB.	NEG/NC	INEXP/NC	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	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. CONTS.	MISCEL.	UND'TD	PRIMARY	HANDQ.
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																
CAUSES OF ACCIDENTS																															
UNIT	# 1 E.F.T.S. Malton, Ontario.			COM.	1		PLACE	# 1 Aerodrome Malton										DATE	6-3-41		TIME	1500									
A/C TYPE	Finch II			No.	4469		CRASH CAT.	D.1		SE	X		ME			DAY	X		NIGHT												
NAME				RANK		No.		DUTY		INJURIES						SERIOUS															
Krug, K.E.				F/L		0478		FI		Uninjured						FATAL		INJURY													
Sinclair, D.J.				LAC		R72119		PP		Uninjured								1													
Wildfong				Civ.		mech.		OC		Slightly Injured.						CARD SERIAL NO.															
<b><i>NRAFA</i></b>																															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS						LAST 6 MOS.													
Finch II		4469		Nil		D14				10-3-41		INST. NIGHT		ON TYPE		TOTAL															
Kinner		6003/1341		Slight										DUAL SOLO		DUAL SOLO															
B5R																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
15				7-3-41				BT22 6-3-41																							
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
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

DUTY ON WHICH ENGAGED: Mr. Wolfong  
was swinging aircrew prior to  
take-off.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The aircrew struck the mechanic's  
leg on kick back. also bruising  
his right wrist.

COURT OF INQUIRY, INVESTIGATING OFFICER-  
OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE: 10-3-41

COMPOSITION:

Flight Lieutenant (E.A. Weaver.)

RECOMMENDATIONS:

All aircraft that are not thoroughly cooled off  
after a flight should only be started by electrical  
or some other type of starting equipment.

PRIMARY CAUSE:

Aircraft was not thoroughly cooled  
off.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

MAGNETO SWITCHES WERE OFF BUT THE ENGINE  
WAS STILL HOT.

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

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