

|  |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
|--|-----|----|-------|----|--------|----|---------|------------------|-----------|-------------------|---------|---|-----------|----------------------------|------------|-------------|--------|-----------------------|---------|---------------------|------------|----------|-------------|------------------|--------------|----|-----------|----|------------|----|--------|------------------|---------------|----|-----------------|----|---------------|----|---------|----|--------|----|---------|----|-----------|----|-----------|----------------|-------------|----|------------|----|-----------|----|-------------|----|-------------|----|---------|----|--------|----|---------|----|--|
| 33   | JU. | 31 | TECH. | 30 | DISOB. | 29 | MES.NCE | 28               | INEXP.NCE | 27                | MISCEL. | 26  | INSTRUCT. | 25                         | FLY CONTR. | 24          | OTHERS | 23                    | PRIMARY | 22                  | FL. CONTS. | 21       | MOV. SURFS. | 20               | STAB. SURFS. | 19 | W. STRUTS | 18 | LAND. GEAR | 17 | FLOATS | 16               | FUSE. OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UND/TD | 11 | PRIMARY | 10 | FUEL SYS. | 9  | COOL SYS. | 8              | IGNIT. SYS. | 7  | LUP.N SYS. | 6  | ENG. STR. | 5  | AIRSCREW A. | 4  | ENG. CONTS. | 3  | MISCEL. | 2  | UND/TD | 1  | PRIMARY |    |  |
| 1  | P   | 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 |         | 33 |  |
| PILOT                                      |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            | OTHERS      |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        | AIRFRAME FAILURE |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           | ENGINE FAILURE |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| CAUSES OF ACCIDENTS                        |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| UNIT <b>128 (F) Sqdn.<br/>Sydney, N.S.</b> |     |    |       |    |        |    |         | COM. <b>BAC.</b> |           |                   |         | PLACE <b>McLeods field New<br/>Waterford road, Sydney</b> |           |                            |            |             |        |                       |         | DATE <b>26-7-42</b> |            |          |             | FILE <b>1110</b> |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| A/C TYPE <b>Hurricane I</b>                |     |    |       |    |        |    |         | No. <b>1380</b>  |           |                   |         | CRASH CAT. <b>B</b>                                       |           |                            |            | SE <b>X</b> |        | ME                    |         | DAY <b>X</b>        |            | NIGHT    |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| NAME <b>Veenis R.M.</b>                    |     |    |       |    |        |    |         | RANK <b>P/O</b>  |           | No. <b>J12482</b> |         | DUTY <b>SP</b>  |           | INJURIES <b>Uninjured.</b> |            |             |        | SERIOUS               |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
|  |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        | FATAL                 |         | INJURY              |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
|  |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        | CARD SERIAL No.       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
|  |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| TYPE A/F & ENGINE                          |     |    |       |    |        |    |         | No.              |           | EXTENT OF DAMAGE  |         | REPORT FORM   |           | SERIAL No.                 |            | DATE        |        | HOURS FLOWN BY PILOTS |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| <b>Hurricane 1380</b>                      |     |    |       |    |        |    |         |                  |           | <b>Serious</b>    |         |   |           |                            |            |             |        | INST. NIGHT           |         | ON TYPE             |            | TOTAL    |             | LAST 6 MOS.      |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| <b>Merlin 19953A/144914</b>                |     |    |       |    |        |    |         |                  |           | <b>Serious</b>    |         |   |           |                            |            |             |        | <b>26</b>             |         | <b>7</b>            |            | <b>2</b> |             | <b>2</b>         |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| SIGNAL No. & DATE                          |     |    |       |    |        |    |         | UNIT No. & DATE  |           |                   |         | COM. No. & DATE   |           |                            |            | REPORT      |        |                       |         | FILE                |            |          |             | DATE             |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| <b>A-69</b>                                |     |    |       |    |        |    |         | <b>26-7-42</b>   |           |                   |         |   |           |                            |            |             |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |
| NATURE OF ACCIDENT                         |     |    |       |    |        |    |         |                  |           |                   |         |   |           |                            |            |             |        |                       |         |                     |            |          |             |                  |              |    |           |    |            |    |        |                  |               |    |                 |    |               |    |         |    |        |    |         |    |           |    |           |                |             |    |            |    |           |    |             |    |             |    |         |    |        |    |         |    |  |

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19
  - 18
  - 17
  - 16
  - 15
  - 14
  - 13
  - 12
  - 11
  - 10
  - 9
  - 8
  - 7
  - 6
  - 5
  - 4
  - 3
  - 2
  - 1
- HANDLING  
 INSTS.  
 WEATHER  
 DRKNS  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 INJ.  
 INJ.

DUTY ON WHICH ENGAGED:

**Practice flying.**

COURT OF INQUIRY, INVESTIGATING OFFICER

**R170**

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Pilot carrying out authorized aerobatics at 7000 feet. Engine failed while executing a loop. Engine would not respond to increased boost. Forced landing made in field.**

DATE:

*13/10/1941*

COMPOSITION:

RECOMMENDATIONS:

**Nil**

PRIMARY CAUSE:

**Engine failure.**

*8. Misc Technical*

ACTION TAKEN:

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

**Nil**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Aircraft forced landed in field.**

*26. Engine trouble accident*

RECORDED BY

DATE

CHECKED BY

DATE