

19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	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	JU.	TECH.	DISOB.	NEG.NCE	INEXP.NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL. CONTS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID DR. W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUBN. SYS.	ENG. STR.	AIRCREW A.	ENG. CONTS.	MISCEL.	UND/TD	PRIMARY
PILOT		OTHERS		AIRFRAME FAILURE														ENGINE FAILURE																																
CAUSES OF ACCIDENTS																																																		
UNIT 13 B.F.T.S. St. Eugene										COM. 3		PLACE Aerodrome.										DATE 26-2-43				TIME 1540																								
A/C TYPE F/Finch II										No. 4546				CRASH CAT. C2				SE X		ME		DAY X		NIGHT		H.O. FILE 1100-45-46																								
NAME										RANK		No.		DUTY		INJURIES										SERIOUS																								
Hand, H.R.										LAC		GB1108613		Pp		Uninj.										FATAL		INJURY																						
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																						
F/Finch II 4546		4546		Serious		IPL						INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.																										
Eng. No. 1371/6033																		DUAL		SOLO		DUAL		SOLO																										
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE																														
E 32 26-2-43																																																		
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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	33	34	35	36	37	38													
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DUTY ON WHICH ENGAGED:

Flying training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-24

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/c touched down then ballooned - one wing dropped and a/c landed heavily.

DATE:

COMPOSITION:

LH/PS/HL

RECOMMENDATIONS:

Stressing the point of going around again on landings.

PRIMARY CAUSE:

~~40. Heavy Landing-Flying into ground.~~

4. Heavy

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Inexperience on part of pilot in that he did not open the throttle and go around again.~~

RECORDED BY

DATE

CHECKED BY

DATE