Ü	OSO C. L.							ENGINE FAILURE				
PE OF A	UNIT 4 CAC Detach. COM. Sydney. E		USES OF ACCIDENTS PLACE				DATE24.2.43 TIME2000 H.O. FILE 1700-459 SE ME DAY NIGHT ME					
ΤY	A/C IYPE Lysander II	No	•. 4 59		CRASH CAT.	i.	SE X	ME	D	AY	S	
•	N A M E R	ANK	No.	DUTY	[NJU	RIES			SERIC	 c '_	
Ш			J11585 R85262	P WOP						PATAL	M Z W M CVI	
OF ENGIN										CAR SERIA	2D C	
YPE		Τ.	1	DATI	E HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE TOTAL LAST TOTAL LAST TOTAL DUAL SOLO DUAL SOLO 6 MOS.							
_	TYPE A/F NO. EXTENT OF DAMAGE	E FOR								TAL	LAST TO	
	Lysander II 459					NIGHT	DUAL	solo	DUAL	solo	6 MOS. Г >	
<u>ب</u>	Perseus PR29039										0 H	
TEGO	SIGNAL NO. & DATE UNIT NO. & D A 6 25-2-43	ATE	сом.	No. & [DATE	REPO	RT	FI	LE	D	ATE - O	

)))))))))))))))))))) 	,,,,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
)	Duty on which engaged: Ferrying.	COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:
)	NATURE OF ACCIDENT AND STAGE OF FLIGHT: Unknown - A/c still missing.	DATE: COMPOSITION: COURT OF INQUIRY V
)		· · · · · · · · · · · · · · · · · · ·
)		RECOMMENDATIONS:
ì		That Unit be equipped with a dual control a/c
,	DDIMARY CAUCE	for Instrument Flying Practice.
)	PRIMARY CAUSE:)
)	60. Wissing	(See summary for complete recommendations.)
)	Obscure, but probable cause was	CONCLUSIONS OF A.I.B. (#834)
	failure to locate aerodrome or	ACTION TAKEN: While agreeing with Findings it is consid-
Ŵ	switable landing place, due to	(A) DISCIPLINARY (B) TECHNICAL (C) OTHER ered that following
)	bad weather conditions & failure	_ should receive attention: (1) No communication be-
,	to ostablish wireless communication	owegon at a mase. Tack of brober frainting to aller
•	with base or other ground station.	less in unit (2) Not enought attention was paid
)	22 hat known	by signals personnel at the unit to this a/c
)	SECONDARY CAUSE OR CONTRIBUTING FACTORS:	(3) pilot had practically no instrument flying practice.
)		RECORDED BY DATE
)		i de la companya de
)	R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41	CHECKED BY DATE
)		