

62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
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 OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UNDTD	PRIMARY	HANDO.	UNTS.	WEATHER	DRKNS.	ALIG SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD.	5	4	3	2	1
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS																									
UNIT 3 F.I.S.		COM. 3		PLACE M.A.		DATE 22-2-43		TIME 1130		H.O. FILE 1300-FH741																																									
A/C TYPE Cornell		No. FH741		CRASH CAT. D		SE X		ME		DAY X		NIGHT		MISCELLANEOUS																																					
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO. X																																			
Forbell, H.		P/O		CL13130		FI		Nil.																																											
Murphy, V.P.		Sgt.		RL141692		PP		Nil.																																											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																							
Cornell FH741		Tail oleo leg damaged.										INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																															
Ranger 27052/2969		Nil.														DUAL		SOLO																																	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT																																							
NATURE OF ACCIDENT																																																			

DUTY ON WHICH ENGAGED:

Routine training flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C landed heavily and the tail oleo collapsed.

DATE:

COMPOSITION:

LH/PSH/USH/X GM

RECOMMENDATIONS:

PRIMARY CAUSE:

~~40. Heavy landing - flying into ground.~~

4. Heavy

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Bad surface of aerodrome.~~

34 M/G Strain

RECORDED BY

DATE

CHECKED BY

DATE