

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	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
ACCIDENT CLASSIFICATION																																																												
UNIT 1 I.F.S. Deseronto		COM. 1		PLACE M.A.			DATE 25.6.43		TIME 1100																																																			
A/C TYPE Oxford V				NO. EB.494		CRASH CAT. C 2		H.Q. FILE 1300-EB.494		S.E.	M.E. X	DAY X	NIGHT																																															
PERSONNEL				RANK	NUMBER	DUTY	INJURIES			SIGNAL																																																		
Hacon, E.E. (AUS)				PO	409913	PI	Nil			NO.	DATE																																																	
Hudson, J.E.				FO	J14112	PP	Nil			A17	25.6																																																	
										D 14 (REVISED)																																																		
										NO.	CHECKED																																																	
												No.23																																																
ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS																																																							
R985 AM12B		P.274663/13153 Nil			INST.	NIGHT	ON TYPE		TOTAL																																																			
Wasp Jr. P&W		S.274665/13155 Nil			90	34	SOLO	DUAL	SOLO	DUAL																																																		
					64	81	97	11	339	144																																																		
							5	7	532	113																																																		
ACCIDENT CLASSIFICATION																																																												
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	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- Forced Landing
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ
- INJURY
- 3RD
- 5
- RAF
- M
- N

PURPOSE OF FLIGHT:

Dual Beam instructional flying training
Ex. 4-5-6.

TECHNICAL OFFICER'S REPORT:

Stbd. engine failed to respond and cut due to
too weak a mixture.

NATURE OF ACCIDENT:

Pilot making dummy beam approach to
inner marker beacon over which he must
pass at a height of 100'. During ap-
proach with wheels lowered and ($\frac{1}{2}$ flap
40 degrees) engines were running quite
normal, on opening throttles to climb
away from inner marker beacon, stbd.
engine cut.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

SPE/ET/PM/14/16

CLASSIFICATION:

~~54. Engine failure in the air.~~

MISC. TECHNICAL.

SECONDARY OR CONTRIBUTORY FACTORS:

ENGINE TROUBLE - ACCIDENT.

ACTION TAKEN:

NIL