

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	62
ACCIDENT CLASSIFICATION																																																													
UNIT 32 E.F.T.S. Bowden											COM. 4		PLACE Netoon R.L.G.											DATE 5.7.43		TIME 1600			COMMAND																																
A/C TYPE Cornell II											No. 14401		CRASH CAT. C		H.O. FILE 1100-144-1				S.E. X		M.E.		DAY X		NIGHT																																				
PERSONNEL					RANK		NUMBER		DUTY		INJURIES				SIGNAL																																														
Price, R.W.					LAC		1652787		PP		Nil				No. A100		DATE 6.7																																												
TYPE OF UNIT											TYPE OF A/C											D 14 (REVISED)		MONTH																																					
CATEGORY											STAGE OF FLIGHT											No. 2			CHECKED ✓																																				
ENGINE					ENGINE NUMBER (S)				HOURS FLOWN BY PILOTS								FORCED LANDING																																												
Ranger 6-440C-5					37033/6550 Nil				INST. 3		NIGHT -		ON TYPE				TOTAL				LANDING																																								
													SOLO 19		DUAL 24		SOLO 19		DUAL 37		TAKE-OFF																																								
																						FLIGHT				STATRY																																			
																						FATAL				INJ. 3RD																																			
																						INJURY				M N																																			
ACCIDENT CLASSIFICATION																																																													

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

) Flying practice solo.

No technical failure involved.

NATURE OF ACCIDENT:

LM/1117/1201/000

) While practising precautionary landings
) at Netook, pilot landed A/C and due to
) hard use of brake, the A/C tipped up
) on its nose damaging the propellor.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

) ~~36. Hosing up.~~

) *11. Others*

11

SECONDARY OR CONTRIBUTORY FACTORS:

) ~~1. Harsh use of brakes.~~

ACTION TAKEN:

Entered on T58A.