

12	61	ACCIDENT CLASSIFICATION																																32	7
11	60	UNIT No.17 E.F.F.S.		COM.	PLACE														DATE	TIME		38		31											
10	59	Stanley, F.S.		# 3	L.A.														H.Q. FILE				1100-44-34		37		30								
9	58	A/C TYPE			NO.			CRASH CAT.		S.E.		M.E.		DAY		NIGHT		36		29															
8	57	Finch II			4484			D2		X				X				35		28															
7	56	PERSONNEL			RANK		NUMBER		DUTY		INJURIES			SIGNAL				34		27															
6	55	McGaughey, C.J.			LAC		R176666		PP		Nil			NO.		DATE		33		26															
5	54													451		20-7		32		25															
4	53													D 14 (REVISED)				31		24															
3	52													NO.		CHECKED		30		23															
2	51													5		A		29		22															
1	50													No.19				28		21															
12	49	ENGINE		ENGINE NUMBER(S)				HOURS FLOWN BY PILOTS								28		20																	
11	48	Kinner B5R		6029/1367		Nil		INST.		NIGHT		ON TYPE		TOTAL		27		19																	
10	47											SOLO		DUAL		SOLO		DUAL		18															
9	46							2		3		16		33		16		33		17															
8	45																			16															
7	44																			15															
6	43																			14															
5	42																			13															
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1	2																			0															
12	1																			0															
11	0																			0															

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
Forced Landing
TAXYING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ.
300
5
4
3
2
1
0

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

12
11
10
9
8
7
6
5
4
3
2
1
0
1
2
3
4
5
6
7
8
9
10
11
12

PURPOSE OF FLIGHT:

) Solo practice flight.

TECHNICAL OFFICER'S REPORT:

No technical failure involved.

LH/1000/...

NATURE OF ACCIDENT:

) After making normal approach student levelled A/C out too high. A gust of wind lifted A/C higher, at which height it stalled and right wing dropped slightly. A/C then dropped heavily to ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

) ~~39. Flattening out too soon.~~ **A**
) *4. Heavy*

SECONDARY OR CONTRIBUTORY FACTORS:

) ~~35. Crosswinds and gusts.~~
) ~~25. Stalling.~~
) ~~25. Inexperience.~~

ACTION TAKEN:

NIL