

ACCIDENT CLASSIFICATION

UNIT 10 E.F.T.S. Fendleton		COM. 3	PLACE M.A.		DATE 19-11-43 1130	H.Q. FILE 1100-96-87		
A/C TYPE TIBER MOTH TIBER MOTH		NO. 9687-D 8954		CRASH CAT. "E" "D"	S.E. X	M.E.	DAY X	NIGHT
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL
Draw, C.E. <i>7204</i>			F/O	J12640	FI	Uninj.		No. DATE
Hamer, F.W.E. <i>7704</i>			P/O	J25421	FI	Uninj.		A.1549 20-11
Bentham, J.M. <i>7704</i>			LAC	U19621	PP	Uninj.		D 14 (REVISED)
D'Aoust, J.R. <i>1104</i>			Sgt	R58994	PP	Uninj.		No. 3 CHECKED <input checked="" type="checkbox"/>
								#90
ENGINE		ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS				
Gypsy Major I		12799/89002				ON TYPE		TOTAL
		12887/89105		INST.	NIGHT	922	DUAL	946
				56	30	777	45	941 155
				55	35	377	81	484 163
				-	-	5	5	5
				-	-	-	5	5

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE OFF
FLIGHT
STAT BY
FATAL
INJ. 3rd
INJ. 5th

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: *Nil*

Dual sequence prior to solo.

Nil

TCR/10/11

NATURE OF ACCIDENT:

TCR/10/11

A/C 9687, was taxiing up behind a/c

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

8954 and the propellor of first struck

FINDINGS:

SUMMARY No.

rudder of second. F/O Drew claims that

his windshield was extremely dirty but

he checked it after ^{accident} and did not consider

this a reasonable excuse. Also claims

that surface of tarmac was slippery and

his brakes did not have very much effect.

CLASSIFICATION:

~~3. Hitting other a/c.~~ 9

9. Collision

SECONDARY OR CONTRIBUTORY FACTORS:

~~24. Carelessness.~~

ACTION TAKEN:

Log book endorsed as "Carelessness" logging action taken in accordance with A.F.A.O. A.15/5 and given "Duty instructor" for two weeks.