

ACCIDENT CLASSIFICATION

UNIT <b>10 E.F.T.S.</b> <b>Pendleton</b>		COM. <b>3</b>	PLACE <b>M.A.</b>		DATE <b>24-11-43</b>	TIME <b>1530</b>			
A/C TYPE <b>TIGER MOTH</b>		No. <b>9686</b>	CRASH CAT. <b>"D"3</b>	S.E. <b>x</b>	W.E.	DAY <b>x</b>	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>Boyko, P.</b>		<b>LAC</b>	<b>R252500</b>	<b>PP</b>	<b>Uninj.</b>		No. <b>A.1576</b> DATE <b>25-11</b>		
							No. <b>5</b> CHECKED <input checked="" type="checkbox"/>		
							<b>#41</b>		
ENGINE <b>Gipsy Major I</b>		ENGINE NUMBER(S) <b>12886/89104</b>		HOURS FLOWN BY PILOTS					
		<b>nil</b>		INST	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				<b>1</b>	<b>-</b>	<b>4</b>	<b>16</b>	<b>4</b>	<b>16</b>

COMMANDANT  
MONTH  
STAGE OF FLIGHT

FRONT LANDING  
TAKING  
LANDING  
TAKEOFF  
FLIGHT  
START BY  
FATAL  
INJURY  
300  
S  
M

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Authorizwd for one hour to do seq.  
10, 11, 12 13, in the circuit.

Nil

NATURE OF ACCIDENT:

LH / P 2 H / 0 2 2

Trainee was doing circuits in a/c 9686.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

A/C levelled out high and started to

FINDINGS:

SUMMARY No.

mush in, as the control column was  
back, the nose went up high and tail  
very low, as a result the tail wheel  
struck ground first snapping the nose  
down with a strong force on wheels. Rear  
port centre section strut was buckled by  
this heavy landing.

CLASSIFICATION:

39. ~~Flattening out too soon.~~ 4

4. Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

32. ~~Pilot error.~~

ACTION TAKEN:

To be progress checked immediately.