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<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG NCE</td><td>INEXP NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL CONTRS</td><td>MOV SURFS</td><td>STAB SURFS</td><td>W STRUTS</td><td>LAND GEAR</td><td>FLOATS</td><td>FUSE OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UND/TD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG. STR.</td><td>AIRSCREW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UND/TD</td><td>PRIMARY</td><td>HAND O.</td><td>INSTS.</td><td>WEATHER</td><td>DRKNS.</td><td>ALG SURF.</td><td>OTHER</td><td>UND/TD</td><td>PRIMARY</td><td>TAXTING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STAT'RY</td><td>FATAL</td><td>INI.</td><td>3RD.</td><td>4TH.</td><td>5TH.</td><td>6TH.</td><td>7TH.</td><td>8TH.</td><td>9TH.</td><td>10TH.</td><td>11TH.</td><td>12TH.</td><td>13TH.</td><td>14TH.</td><td>15TH.</td><td>16TH.</td><td>17TH.</td><td>18TH.</td><td>19TH.</td><td>20TH.</td><td>21TH.</td><td>22TH.</td><td>23TH.</td><td>24TH.</td><td>25TH.</td><td>26TH.</td><td>27TH.</td><td>28TH.</td><td>29TH.</td><td>30TH.</td><td>31TH.</td><td>32TH.</td> </tr> </table>																																	TECH.	DISOB.	NEG NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL CONTRS	MOV SURFS	STAB SURFS	W STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXTING	LANDING	TAKE-OFF	FLIGHT	STAT'RY	FATAL	INI.	3RD.	4TH.	5TH.	6TH.	7TH.	8TH.	9TH.	10TH.	11TH.	12TH.	13TH.	14TH.	15TH.	16TH.	17TH.	18TH.	19TH.	20TH.	21TH.	22TH.	23TH.	24TH.	25TH.	26TH.	27TH.	28TH.	29TH.	30TH.	31TH.	32TH.
TECH.	DISOB.	NEG NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL CONTRS	MOV SURFS	STAB SURFS	W STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HAND O.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND/TD	PRIMARY	TAXTING	LANDING	TAKE-OFF	FLIGHT	STAT'RY	FATAL	INI.	3RD.	4TH.	5TH.	6TH.	7TH.	8TH.	9TH.	10TH.	11TH.	12TH.	13TH.	14TH.	15TH.	16TH.	17TH.	18TH.	19TH.	20TH.	21TH.	22TH.	23TH.	24TH.	25TH.	26TH.	27TH.	28TH.	29TH.	30TH.	31TH.	32TH.																																	
PILOT			OTHERS			AIRFRAME FAILURE												ENGINE FAILURE																																																																																										
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North Sydney, N.S.															Kelly Beach, North Sydney																																																																																													
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H.O. FILE 1100-6-77																																																																																																												
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Thomas, R.I.										F/O		C1571		AO		Uninjured																																																																																												
Bordelean, G.T.										LAC		7609		WO		Uninjured																																																																																												
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TYPE A/F & ENGINE			No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																																																																																																	
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61 29-8-40				A 197 29-8-40				EAC 29-8-40								1038-AG-677				18-9-40																																																																																								
NATURE OF ACCIDENT																																																																																																												

DUTY ON WHICH ENGAGED:

Harbour entrance patrol

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft bounced during take off  
in ground swells

PRIMARY CAUSE:

Due to the existence of a mild  
ground swell which the O.C. and  
the experienced pilot did not  
consider would affect the normal  
take off, the aircraft left the  
water before sufficient speed was  
attained and bounced.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report - D.14

DATE: 29-8-40

COMPOSITION: ---

Wg. Cnds. W.W. Brown

RECOMMENDATIONS:

In view of the necessity of using Delta aircraft  
at North Sydney, no reasonable recommendation  
can be made.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

RECORDED BY

DATE

CHECKED BY

DATE

086/XGM