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<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>RES-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>NOV. 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>LAMP SYS.</td><td>ENG. STR.</td><td>AIRSEW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UND/TD</td><td>PRIMARY</td><td>HANDO.</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>TAXIING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>FATAL</td><td>INJ.</td><td>SRO.</td><td>RAF</td> </tr> </table>																																TECH.	DISOB.	RES-NCE	INEXP-NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	NOV. 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.	LAMP SYS.	ENG. STR.	AIRSEW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HANDO.	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	SRO.	RAF
TECH.	DISOB.	RES-NCE	INEXP-NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	NOV. 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.	LAMP SYS.	ENG. STR.	AIRSEW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HANDO.	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	SRO.	RAF																																
PILOT		OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																								
CAUSES OF ACCIDENTS																																																																														
UNIT		31 S.F.T.S. KINGSTON, ONT				COM. No. 1		PLACE AERODROME				DATE 15-7-41		TIME 2200																																																																
A/C TYPE		BATTLE				No. 87476		CRASH CAT. C 5		SE X		ME		DAY X		NIGHT X																																																														
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																																																
OSBORNE, B.M.				LAC				P		UNINJURED				FATAL		INJURY																																																														
<i>No record</i>																CARD SERIAL No.																																																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																		
BATTLE MERLIN		87476		Slight.								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																												
		118151/1951 Nil										DUAL SOLO		DUAL SOLO		/8/																																																														
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE		DATE																																																												
TC117				21-7-41																																																																										
NATURE OF ACCIDENT																																																																														

DUTY ON WHICH ENGAGED:

NIGHT FLYING CIRCUITS AND LANDINGS

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PUPIL PILOT HELD OFF TOO HIGH ON LANDING -  
LANDED HEAVY AND BROKE UNDERCARRIAGE RADIUS  
ROD

DATE:

COMPOSITION:

LH/PSHM/USH

RECOMMENDATIONS:

PRIMARY CAUSE:

ERROR IN JUDGEMENT ON PART OF PUPIL  
PILOT IN HOLDING OFF TOO HIGH ON LANDING

ACTION TAKEN:

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

Log book endorsed "Error of judgment -  
heavy landing at night."

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

HEAVY LANDING

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_