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JU.		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 Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UND'TD		PRIMARY		TAXIING		LANDING		TAKEOFF		FLIGHT		STATRY		FATAL		INI.		3RD.		INJURY		INF.		N	
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS																																																																											
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11 B.F.T.B.		Yorkton, Sask.		2		Sturdee Relief Field										6-12-41		1115		1100-80-20																																																																																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																									
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																									
Crane		8020		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS																																																																																			
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A259 6-12-41																																																																																																					
NATURE OF ACCIDENT																																																																																																					

DUTY ON WHICH ENGAGED:

Single engine approaches and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RL70

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

LCC/CCD-A/UCDL

Faulty approach, engine failed to respond when throttle open. Plane landed heavily with drift.

RECOMMENDATIONS:

PRIMARY CAUSE:

Nil

Neglect on part of pilot in that he failed to keep engine warm on approach and failed to lower undercarriage.

ACTION TAKEN:

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

Disciplinary action taken. Further dual instruction to pilot.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot became confused when one engine failed to respond and made heavy landing.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____