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| 32 19 | 31 18 | 30 17 | 29 16 | 28 15 | 27 14 | 26 13 | 25 12 | 24 11 | 23 10 | 22 9 | 21 8 | 20 7 | 19 6 | 18 5 | 17 4 | 16 3 | 15 2 | 14 1 | 13 32 | 12 31 | 11 30 | 10 29 | 9 28 | 8 27 | 7 26 | 6 25 | 5 24 | 4 23 | 3 22 | 2 21 | 1 20 | 32 19 | 31 18 | 30 17 | 29 16 | 28 15 | 27 14 | 26 13 | 25 12 | 24 11 | 23 10 | 22 9 | 21 8 | 20 7 | 19 6 | 18 5 | 17 4 | 16 3 | 15 2 | 14 1 | 13 32 | 12 31 | 11 30 | 10 29 | 9 28 | 8 27 | 7 26 | 6 25 | 5 24 | 4 23 | 3 22 | 2 21 | 1 20 | | | | | | | | | | | | | | | | | | | |
| 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | 23 | 22 | 21 | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | 23 | 22 | 21 | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | MISCELLANEOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 36 S.F.T.S. | | | | | | | | | | COM. 4 | | | | | | | | | | PLACE M.A. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Penhold | | | | | | | | | | | | | | | | | | | | DATE 17-3-42 TIME 1510 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Oxford | | | | | | | | | | No. AS569 | | | | | | | | | | CRASH CAT. C 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | | | | | | | | No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DUTY | | | | | | | | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burrell B.T. | | | | | | | | | | LAC. 1332412 PP | | | | | | | | | | Uninjured. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | FATAL INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | CARD SERIAL NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | | | | | | | | EXTENT OF DAMAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REPORT FORM | | | | | | | | | | SERIAL No. | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INST. | | | | | | | | | | NIGHT | | | | | | | | | | ON TYPE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DUAL | | | | | | | | | | SOLO | | | | | | | | | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oxford AS569 | | | | | | | | | | | | | | | | | | | | 17 8 56:10 131 124 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cheetah 18225/A121367 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KC408/A159529 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | COM. No. & DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REPORT | | | | | | | | | | FILE | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T.115 17-3-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UND'TD
 PRIMARY
 FUEL SYS.
 COOL SYS.
 IGNIT. SYS.
 LUB'N SYS.
 ENG. STR.
 AIRSCREW A.
 ENG. CONTS.
 MISCEL.
 UND'TD
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKEOFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 INJURY
 3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

R.170

Practice landing.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

10/10/50

Pilot overshoot on landing.

Touched down too far down runway,
but could not get tail down probably
because throttles were not fully
closed.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~A/C ran off runway into boggy ground
at end of runway. A/C submerged to
nacelles.~~

ACTION TAKEN:

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

Interviewed and warned Log Book endorsed "Overshot
carelessness".

1. Overshot

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C ran through fence on boundary of
aerodrome.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____