

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		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT <b>9 E.F.T.S.</b>		COM. <b>1</b>		PLACE <b>M.A.</b>										DATE <b>25-4-42</b>		TIME <b>1135</b>																	
A/C TYPE <b>Finch 11</b>		No. <b>4610</b>		CRASH CAT. <b>C 1/2</b>		SE <b>X</b>		ME		DAY <b>X</b>		NIGHT		H.Q. FILE <b>1100-46-10</b>																			
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																				
<b>Collins N.R.</b>			<b>LAC.R137154</b>		<b>PP.</b>		<b>Uninjured.</b>				FATAL		INJURY																				
														CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
<b>Finch 11</b>		<b>4610</b>		<b>Slightly</b>								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
<b>Kinner B.5.R. 1564</b>		<b>"</b>		<b>"</b>								<b>6</b>		<b>-</b>		<b>25 20</b>		<b>24 20</b>															
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT		FILE		DATE																	
<b>A-85</b>				<b>27-4-42</b>																													
NATURE OF ACCIDENT																																	

19 ( )  
 18 ( )  
 17 ( )  
 16 ( )  
 15 ( )  
 14 ( )  
 13 ( )  
 12 ( )  
 11 ( )  
 10 ( )  
 9 ( )  
 8 ( )  
 7 ( )  
 6 ( )  
 5 ( )  
 4 ( )  
 3 ( )  
 2 ( )  
 1 ( )

PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNDTD  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.  
 5 ( )  
 4 ( )  
 3 ( )  
 2 ( )  
 1 ( )

CAUSES  
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Routine training flight & sequences OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R170

COMPOSITION:

LS/PS

While landing engine would not idle lower than 700 revs-Pilot applied brakes and plane started to nose over-pilot then released brakes unevenly and A/C swerved to right.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Inexperience on the part of the pilot in that he released brakes unevenly as plane was about to nose over.~~

SWUNG



ACTION TAKEN:

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

Pupil Pilot corrected.

Log Book endorsed "Inexperience".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C nosed over and in releasing brakes unevenly, a/c swerved to right and was damaged.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_