

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		
TYPE OF A/C																	CAUSES OF ACCIDENTS											STAGE OF FLIGHT					
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE																	AIRFRAME FAILURE ENGINE FAILURE											HAND-O. WEATHER DRKNS. ALG SURF. OTHER UND'TD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STRATY FATAL INJ. 3RD.					
UNIT <b>34 E.F.T.S.</b>																	COM. <b>4</b>				PLACE <b>Mossbank airdrome</b>				DATE <b>7-5-42</b>		TIME <b>1745</b>						
A/C TYPE <b>Tiger Moth</b>																	No. <b>1145</b>				CRASH CAT. <b>C</b>		SE <b>X</b>	ME	DAY <b>X</b>	NIGHT							
NAME																	RANK		NO.		DUTY		INJURIES			SERIOUS							
<b>White L.W.</b> <b>Latimer R.J.</b>																	<b>P/O</b> <b>LAC.</b>		<b>110588</b> <b>133779<sup>14</sup></b>		<b>P.I.</b> <b>P.P.</b>		<b>Uninjured.</b> <b>"</b>			FATAL INJURY							
TYPE OF ENGINE																	HOURS FLOWN BY PILOTS										MISCELLANEOUS						
TYPE A/F & ENGINE			No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.																
<b>Tiger Moth 1145</b> <b>G. Major IC 2203</b>			<b>Slightly</b> <b>Nil</b>						<b>10</b> <b>-</b>	<b>2</b> <b>-</b>	<b>59</b> <b>-</b>	<b>630</b> <b>-</b>	<b>59</b> <b>-</b>	<b>630</b> <b>-</b>																			
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
<b>A 15</b> <b>8-5-42</b>																																	
NATURE OF ACCIDENT																																	

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

**Dual instructions.**

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R170

**Pupil made a heavy landing and damaged the left side of the undercarriage, causing the a/c to go over on its nose. The instructor had switched off in time to avoid damage to airscrew and had not**

COMPOSITION:

LH/192-4/2/004

**considered the landing was sufficiently**

RECOMMENDATIONS:

Nil

**PRIMARY CAUSE: heavy to justify him taking over.**

~~Instructor permitted pupil to make a heavy landing.~~

**HEAVY**

4

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Port side of undercarriage~~  
**Collapsed. U/C STRAIN**

34

RECORDED BY

DATE

CHECKED BY

DATE