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No. & DATE</td><td colspan="3">REPORT</td><td colspan="3">FILE</td><td colspan="3">DATE</td> </tr> <tr> <td colspan="3">A 731</td><td colspan="3">4-10</td><td colspan="3"></td><td colspan="3"></td><td colspan="3"></td><td colspan="3"></td> </tr> <tr> <td colspan="33">NATURE OF ACCIDENT</td> </tr> </table>																																	TECH.	DISOB.	NEG.NCE	INEXP.NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	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. CONTR.	MISCEL.	UND'TD	PRIMARY	PILOT			OTHERS					AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS																																	UNIT			6 S.F.T.S.			COH.			1			PLACE			Main Aerodrome			DATE			3-10-42			TIME			1445			Dunnville, Ont															H.Q. FILE			1100-73-2			A/C TYPE			Anson II			No.			7302			CRASH CAT.			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DUTY ON WHICH ENGAGED:

Routine navigation flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Port engine cut out after take-off.
Pilot attempted to force land on
aerodrome. Wheels were not fully
down causing wheels up landing.

DATE:

COMPOSITION:

LB/ES/INK/INK/O/UNT

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Failure of port engine causing low
circuit at 100 feet and quick lan-
ding.~~

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot did not make sure undercarriage
was securely locked when he came into
land in an emergency. as u/c did not
have time to come fully down.~~

RECORDED BY

DATE

CHECKED BY

DATE