

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			
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			
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				
4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
PILOT			OTHERS			AIRFRAME FAILURE						ENGINE FAILURE																							
CAUSES OF ACCIDENTS																																			
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE																									
2 F.I.S.		# 4		Main Aerodrome		29-1-43		2350		1100-79-84																									
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																							
Crane		7984		B		I		I																											
NAME		RANK		No.		DUTY		INJURIES		SERIOUS																									
Hallisey, W.D.		GB F/O		112725		PF		Nil		FATAL		INJURY																							
Bannerman, E.S.		P/O		J20999		2P		Nil				1																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Crane		7984		Serious												DUAL		SOLO		DUAL		SOLO													
Jacobs		P21994/4761		Slight																															
		SR2655/4699		Slight																															
SIGNAL No & DATE		UNIT No. & DATE		COM. No & DATE		REPORT		FILE		DATE																									
A 209		30-1																																	
NATURE OF ACCIDENT																																			

MISCELLANEOUS

STAGE OF FLIGHT

UNDTD
PRIMARY
HANDO.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UNDTD
PRIMARY
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAIRY
FATAL
INJ.
3RD.
INJURY

DUTY ON WHICH ENGAGED:

Night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Low cloud formed suddenly reducing ceiling to 200 feet forcing pilot to make low circuit and obscuring flare path at same time. Wind freshened up from zero to 15 miles per hour down wind to flare path. Pilot landed too far down runway and PRIMARY CAUSE: overturned.

DATE:

D.14

COMPOSITION:

L0/P20

RECOMMENDATIONS:

All pilots should be fully instructed in correct procedure under such circumstances.

~~29. Overshooting runway.~~

1. Overshot

(1)

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Sudden low cloud.~~
~~Freshening winds downwind to landing path.~~

RECORDED BY

DATE

CHECKED BY

DATE