

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																	
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/TO	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDT'S	PPRY	HAND'G.	INSTS.	WEATHER	DRKNS	ALG SURF.	OTHER	UND/TO	PRIMARY	TAXYING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD	2ND	1ST
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										MISCELLANEOUS																								
CAUSES OF ACCIDENTS																																																
UNIT 17 E.F.T.S. Stanley		COM. 3		PLACE Stanley airport.										DATE 23-2-43		TIME 1535		H.O. FILE 1100-47-54																														
A/C TYPE F/Finch II		No. 4754		CRASH CAT. C1		SE X		ME		DAY X		NIGHT																																				
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																																		
Whitaker, H.B.				LAC		GB1549221		Pp		Uninj.				FATAL		INJURY																																
																				CARD SERIAL NO. X																												
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																				
F/Finch II		4754		SLIGHT								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																														
Engine no. 6194/		544		NIL										DUAL SOLO		DUAL SOLO																																
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																												
T 23																																																
NATURE OF ACCIDENT																																																
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	33																

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Solo practice.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

11-14

Bounced on landing - applied brakes with tail up and went over on back.

COMPOSITION:

~~LH~~ LH/INT/PSML/PCM

RECOMMENDATIONS:

Suggest instructors explain more completely the danger of using brakes when the tail is in the air.

PRIMARY CAUSE:

~~40. Heavy Landing Flying into ground.~~

4. Heavy

ACTION TAKEN:

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

~~Nil.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot's error, student applied brakes with tail up.~~

RECORDED BY

DATE

CHECKED BY

DATE