,						26, 140, 64					TO THE COLUMN TO	
A/C		ILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE  CAUSES OF ACCIDENTS							1 12 1			
PE OF	1 11 7	PLA	M.A.				DATE 13-3-43 TIME 1015 H.O. FILE 1300-FE295				1 1 / 5 /	
. ⊢	A/C TYPE Harvard IIB	No.	FE295		CRASH CAT.	2 2	se <b>x</b>	ME	DA <b>X</b>	NIGHT	0 8 46.	
	NAME F	RANK	No.	YTUG		яргиі		IES		lous	DE CORT	
	Armitage, L.	ALAC	/JX350	564 P	P N	1			FATAL	INJURY	5 A 60	
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ا يا									<u></u>		S S LE	
PE O	1 !									$\langle X \rangle$		
7	>	Tornon.	DT CEDIAL		1	HOURS FLOWN BY P				u aza		
	TYPE A/F & ENGINE NO. EXTENT OF DAMAG	E FORM No.		DATE				ON TYPE		LAST	TRY OF AREA	
Ī	Harvard IIB FE295 Sligh	t		INSI	ST. NIGHT	DUAL S	olo.	DUAL SOL		F 7 /84°		
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YYO	Wasp R.1340-AN 1 13922/41	/124	45	Nil							1*1 - 1 / x*Z	
9	Ö											
Ē	SIGNAL NO. & DATE UNIT NO. & D	DATE	E COM, No & DA		ATE	E REPOR		T FILE		DATE		

DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER						
Flying Training Exercises, - Aero-	OR COMMANDING OFFICER'S REPORT:						
batics.	D-14.						
NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE:						
) Pilot was given a "Red" on three attempts to land and went around	COMPOSITION:						
again each time. On fourth circui	t,						
however the fuel gauge read 6 gals	•						
Pilot raised u/C so he would not need as much boost. Pilot was given "Red MECOMMENDATIONS: on another attempt and carried on to							
on another attempt and carried on	to ,						
land because fuel was so low. He horn blow, but it was too late the PRIMARY CAUSE: he landed with u/c u	neard n, and						
	$p_{ullet}^{\bullet}$						
34. Wheels up landing.							
7 Others							
,	ACTION TAKEN:						
)	(A) DISCIPLINARY (B) TECHNICAL (C) OTHER						
/	(A) Pilot's Log Book endorsed.						
	168 hours detention.						
SECONDARY CAUSE OR CONTRIBUTING FACTORS	)						
) SECONDARY CAUSE OR CONTRIBUTING FACTORS:  24. Carelessness.	1						
	RECORDED BY DATE						
32. Use Dill- In Girl	part and a second secon						
,	CHECKED BY DATE						