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|-----------------------------|-------|---------------------|------------------|------------------|------------|----------------------|-----------------------|----------------|---------|-------|-------------|--|
| TYPE OF A/C | | CAUSES OF ACCIDENTS | | | | MISCELLANEOUS CAUSES | | | | | | |
| PILOT | | OTHERS | | AIRFRAME FAILURE | | | | ENGINE FAILURE | | | | |
| UNIT | COM. | | | PLACE | | | DATE | TIME | | | | |
| 1 N.A.G; | EAC | | | M.A. | | | 7-3-43 | | | | | |
| Yarmouth | | | | | | | H.Q. FILE | 1300-FN492 | | | | |
| A/C TYPE | No. | CRASH CAT. | | SE | ME | DAY | NIGHT | | | | | |
| Seamew 1 | FN492 | C.14 | | | | | | | | | | |
| NAME | | RANK | No. | DUTY | INJURIES | | SERIOUS | | | | | |
| Gillett, R. | | Lt. Cdr. | | P. | NIL. | | FATAL | | INJURY | | | |
| Fenton, J.G. | | S/Lt | | Pass. | NIL. | | | | | | | |
| | | | | | | | CARD SERIAL NO. | | | | | |
| | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | EXTENT OF DAMAGE | REPORT FORM | SERIAL No. | DATE | HOURS FLOWN BY PILOTS | | | | | |
| Seamew FN492 Slight | | | | | | | INST. | NIGHT | ON TYPE | TOTAL | LAST 6 MOS. | |
| Ranger A273567/5702 Serious | | | | | | | DUAL | SOLO | DUAL | SOLO | | |
| | | | | | | | | | | | | |
| SIGNAL No & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | FILE | | DATE | | | |
| A-501 8-3-43 | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | |

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STAB. SURFS.
W. STRUTS
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FUSE. OR HULL
TAIL SHD OR W.
ENGINE MOUNT
MISCEL
UND TD
PRIMARY
FUEL SYS.
COOL SYS.
IGNIT. SYS.
LUB N SYS.
ENG. STR.
AIRSCREW A.
ENG. CONTRS.
MISCEL.
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DUTY ON WHICH ENGAGED:

Ferrying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C landed on runway out of wind,
A/C ground looped forcing the port
wing tip on to the ground, then it
tipped on its nose and returned to
normal position.

DATE:

COMPOSITION:

D-14 ✓
L.S./PSS/PSU/HWC

RECOMMENDATIONS:

PRIMARY CAUSE:

38. Ground loop.

L. Suwang

ACTION TAKEN:

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

Nil.

Flying of Seamew a/c in strong gusty winds, & in
winds of moderate strength when off the runway,
has been stopped, at least until pilots have more
experience of flight & handling characteristics
of the a/c.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

35. ~~Cross winds and gusts.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____