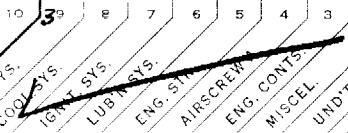


32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT #10 E.F.T.S.		COM. 3		PLACE M.A.										DATE 21.5.43		TIME 0845															
Pendleton														H.Q. FILE 1100-96-82																	
A/C TYPE T/Moth		No. 9682		CRASH CAT. C.2		SE X		ME		DAY X		NIGHT																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Farrow, C.W.				LAC		R187637		PP		Nil				FATAL INJURY																	
												CARD SERIAL No.		J																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
T/Moth		9682		Seriously								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
G/Major		12984/89096		Nil.								-		-		12 2		12 2													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE															
706				21.5.43																											
NATURE OF ACCIDENT																															



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ENG. CONTRS.  
AIRSCREW  
ENG. STR  
LUB RYS.  
IGNT SYS.  
FUEL SYS.  
PRIMARY  
UND/TD  
MISCEL.  
ENGINE MOUNT  
TAIL SKID OR W.  
FUSE OR HULL  
FLOATS  
LAND GEAR  
W. STRUTS  
STAB SURFS.  
MOV. SURFS.  
FL CONTRS.  
PRIMARY  
OTHERS  
FLT. CONTR.  
INSTRUCT.  
MISCEL.  
INEX/NC  
DISO.B.  
TECH.  
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 MISCELLANEOUS  
CAUSES  
STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:  
Practice solo circuits and landings.

COURT OF INQUIRY. INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

D-14 #68

NATURE OF ACCIDENT AND STAGE OF FLIGHT:  
Attempting to land on runway, pilot bounced, levelled off too high, and came down hard on left wheel, causing the strut to bend and the whole upper wing assembly to become loose.

DATE:  
COMPOSITION:

LH/PSH/USH

RECOMMENDATIONS:

More instruction on recovering from bad landings.

PRIMARY CAUSE:

~~25. Inexperience.~~

4. HEAVY

ACTION TAKEN:

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

Nil.

4

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

39. Flattening out too soon.

RECORDED BY

DATE

CHECKED BY

DATE