

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	
ACCIDENT CLASSIFICATION																																																													
TYPE OF A/C	UNIT 32 E.F.T.S. Bowden					COM. 4		PLACE M.A.					DATE 2.7.43			TIME 1515																																													
	A/C TYPE Cornell II					NO. 14390					CRASH CAT. C		S.E. X		M.E.		DAY X		NIGHT																																										
TYPE OF UNIT	PERSONNEL					RANK		NUMBER		DUTY		INJURIES					SIGNAL																																												
	Beaumont, H.A.					LAC		16241C1		PP		Nil					NO. A97		DATE 3.7																																										
																D 14 (REVISED)																																													
																NO.		CHECKED																																											
CATEGORY	ENGINE		ENGINE NUMBER (S)					HOURS FLOWN BY PILOTS																																																					
	Ranger		37162/6678 Nil					INST.		NIGHT		ON TYPE				TOTAL																																													
												SOLO		DUAL		SOLO		DUAL																																											
											2		8		2		22																																												
ACCIDENT CLASSIFICATION																																																													
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	

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ
5RD
INJURY
5
RAF
M

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Flying practice solo

Nil

NATURE OF ACCIDENT:

LS/150/006

After landing the speed was in excess and on applying brakes the a/c ground looped and the u/c collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~38. Ground loop~~

2

A. Suung.

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Harsh use of brakes~~

~~25. Inexperience.~~

34. U/c strain

34

ACTION TAKEN:

Entered on T58A

R. C. A. F. L 20 (REVISED)
7M.4.43 (3202) K. P. 5051
H. Q. 885-L 20