

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 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

UNIT 13 E.F.T.S. St. Eugene	COM. 3	PLACE M.A.	DATE 30-8-43		TIME 1640			
			H.Q. FILE 1100-47-21					
A/C TYPE FINCH II		No. 4721	CRASH CAT. "C"1	S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL Keast, J.D.		RANK LAC	NUMBER U195606	DUTY PP	INJURIES Uninj.		SIGNAL	
						No. E.90	DATE 31-8	
						D 14 (REVISED)		
						No.	CHECKED <input checked="" type="checkbox"/>	
						#36		
ENGINE Kinner B5R	ENGINE NUMBER(S) 6470/1820		INST. -		NIGHT -		HOURS FLOWN BY PILOTS	
		N11			ON TYPE		TOTAL	
					SOLO 3	DUAL 11	SOLO 3	DUAL 11

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
S
RAF
M

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 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

Flying training seq. 10,11,12,13

TECHNICAL OFFICER'S REPORT:

Nil *LO/PSO/WT*

NATURE OF ACCIDENT:

Sudden wind shift prior to thunderstorm caused a/c on high approach to overshoot badly. Attempted a wheel landing, used too much brake and a/c nosed over.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

29. Overshooting runway /

1. Overshot

SECONDARY OR CONTRIBUTORY FACTORS:

~~47. Weather~~

~~36. Nosing up~~

ACTION TAKEN:

Log book endorsed.