

ACCIDENT CLASSIFICATION

UNIT <b>9 S.F.T.S.</b>	COM.	PLACE <b>M.A.</b>	DATE <b>28-1-44</b>	TIME <b>2030</b>
<b>Centralia</b>		<b>1</b>	H.Q. FILE <b>1100-72-80</b>	
A/C TYPE <b>ANSON II</b>	No. <b>7280</b>	CRASH CAT. <b>"D"5</b>	S.E.	M.E.
			DAY	NIGHT
			<b>x</b>	<b>x</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>McINTOSH, R.J.</b>	<b>LAC</b>	<b>R219765</b>	<b>PP</b>	<b>Uninj.</b>	No.	DATE
						<b>29-1</b>
					D 14 (REVISED)	
					No.	CHECKED
					<b>4</b>	<input checked="" type="checkbox"/>
					<b>#42</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Jacobs L6MB</b>	<b>10224/26970 Nil 2971/16792 Nil</b>	<b>19</b>	<b>14</b>	<b>27</b>	<b>39</b>	<b>49</b>	<b>78</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ  
INJURY

Vertical scales on the left and right sides of the form, numbered 1 through 30, used for recording the date and time of the accident. The right side also includes a 'RAE' (Responsible Authority) scale.

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Seq. 26.

Nil

*20/11/43*

NATURE OF ACCIDENT:

Due to heavy snow and rain, and iced windscreens, pilot's vision was obscured, causing him to flatten out too soon, resulting in heavy landing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~39. Flattening out too soon.~~

*4. Heavy*

*4*

SECONDARY OR CONTRIBUTORY FACTORS:

~~19. Bad weather.~~

ACTION TAKEN:

Nil