

**ACCIDENT CLASSIFICATION**

UNI **10 S.F.T.S.**

COM. **2**

PLACE **M.A.,**

DATE **27-1-45** TIME **1245**

H.Q. FILE **1100-87-56**

A/C TYPE  
**CRANE IA**

NO. **8756**

CRASH CAT. **"D"**

S.E.

M.E. **X**

DAY

NIGHT **X**

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

**EASTWOOD, R.G., GB**

**LAC 1549191**

**U/T P. Uninj.**

NO.

**A38**

DATE

**28-1**

D 14 (REVISED)

NO.

CHECKED

**10**

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

**Jacobs  
LAMB**

**P36247/13016 N11  
836529/16195 N11**

INST.

NIGHT

ON TYPE

TOTAL

**10**

**-**

**38**

**25**

**85**

**55**

**ACCIDENT CLASSIFICATION**

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAYING  
LANDING  
TAKE-OFF  
FLIGHT  
STARTY  
FATAL  
INJ.  
3RD  
INJ.  
5TH

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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PURPOSE OF FLIGHT:

Self Flying Practice.

TECHNICAL OFFICER'S REPORT:

N11

LUC/PODUW/UCDL/XCA

NATURE OF ACCIDENT:

On final approach Pilot went to lower full flap but raised u/c by mistake. Aerodrome control airman, attempted to fire red signal, but did not understand operation of safety catch and could not fire pistol. Pilot attempted to carry out landing, but when propeller tips struck ground, realized that wheels were up so applied power and went round again. Carried out correct circuit and landed successfully.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

7. Others

SECONDARY OR CONTRIBUTORY FACTORS:

32. U/C Drill - in air.

ACTION TAKEN:

N11

R. C. A. F. L 20 (REVISED)  
2M-5-44 (4638) K. P. 8689  
H. Q. 885-L 20