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E</td><td colspan="2">SE</td><td colspan="2">ME X</td><td colspan="4">DAY X</td><td colspan="4">NIGHT</td> </tr> <tr> <td colspan="8">NAME</td><td colspan="4">RANK</td><td colspan="4">NO.</td><td colspan="4">DUTY</td><td colspan="8">INJURIES</td><td colspan="8">SERIOUS</td> </tr> <tr> <td colspan="8">Chown</td><td colspan="4">F/O</td><td colspan="4"></td><td colspan="4">P</td><td colspan="8">Uninjured.</td><td colspan="4">FATAL</td><td colspan="4">INJURY</td> </tr> <tr> <td colspan="8">Kingsford-Smith</td><td colspan="4">LAC</td><td colspan="4"></td><td colspan="4">PP</td><td colspan="8">Uninjured.</td><td colspan="4"></td><td colspan="4"></td> </tr> <tr> <td colspan="8">Stunell</td><td colspan="4">AC2</td><td colspan="4"></td><td colspan="4">Pass</td><td colspan="8">Uninjured.</td><td colspan="4"></td><td colspan="4"></td> </tr> <tr> <td colspan="8"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="8"></td><td colspan="8">CARD SERIAL NO.</td> </tr> <tr> <td colspan="8">TYPE A/F & ENGINE</td><td colspan="4">No.</td><td colspan="4">EXTENT OF DAMAGE</td><td colspan="4">REPORT FORM</td><td colspan="4">SERIAL No.</td><td colspan="8">DATE</td><td colspan="8">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="8"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4">INST.</td><td colspan="4">NIGHT</td><td colspan="4">ON TYPE</td><td colspan="4">TOTAL</td><td colspan="4">LAST 6 MOS.</td> </tr> <tr> <td colspan="8">Anson W1783</td><td colspan="4">Nil</td><td colspan="4">D14</td><td colspan="4"></td><td colspan="4">26-3-41</td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td> </tr> <tr> <td colspan="8">Cheetah (P) AS31025/10674</td><td colspan="4">Nil</td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td> </tr> <tr> <td colspan="8">Cheetah (S) AS31056/10673</td><td colspan="4">Nil</td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td><td colspan="4"></td> </tr> <tr> <td colspan="8">SIGNAL No. & DATE</td><td colspan="8">UNIT No. & DATE</td><td colspan="8">COM. 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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Commanding Officers Report.

26-3-41

COMPOSITION:

Wing Commander (A.D. Ross)

Flying Instructions.
While giving instruction on circuits and landings, one engine (after take-off) at an altitude of about 200 ft. Altitude could not be maintained on the remaining engine, and a landing was made cross wind on the Aerodrome.

RECOMMENDATIONS:

SFE/ET/OM/M/2

PRIMARY CAUSE:

Engine failure due to oil in Aneroid chamber.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Insufficient power from remaining engine to maintain altitude.

RECORDED BY

DATE

CHECKED BY

DATE