



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

**Practice.**

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

29/1/50

Turned up on nose damaging engine  
bearer, cylinder bracket, propellor  
and cowling. After landing, as air-  
craft was just coming to a stop, it  
started to swing and on application  
of brakes turned up on nose.

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

N11

~~Too sharp brake application.~~

SWUNG

2

ACTION TAKEN:

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

N11

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft turned up on nose.~~

RECORDED BY

DATE

CHECKED BY

DATE