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JU	TECH.	DISOB.	NEG-NCE	INEXP-NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W	ENGINE MOUNT	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGN. SYS.	LUB. SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY
4	3	2	1	CAUSES OF ACCIDENTS												MISCELLANEOUS															
7	6	5	4	PILOT												ENGINE FAILURE															
1	2	3	4	OTHERS												HANDQ.															
5	6	7	8	AIRFRAME FAILURE												INSTS.															
9	10	11	12	CAUSES OF ACCIDENTS												WEATHER															
13	14	15	16	UNIT #5 E.F.T.S.												DRKNS.															
17	18	19	20	COM. #4 TC												ALG. SURF.															
21	22	23	24	PLACE M.A.												OTHER															
25	26	27	28	DATE 24.4.43												UND/TD															
29	30	31	32	TIME 0214												PRIMARY															
1	2	3	4	H.Q. FILE 1100-105-19												TAXING															
5	6	7	8	A/C TYPE Cornell II												LANDING															
9	10	11	12	No. 10519												TAKE-OFF															
13	14	15	16	CRASH CAT. C.10												FLIGHT															
17	18	19	20	SE X												FATAL															
21	22	23	24	ME												INJURY															
25	26	27	28	DAY												STATIONARY															
29	30	31	32	NIGHT X												FATAL															
1	2	3	4	NAME												FLIGHT															
5	6	7	8	RANK												FLIGHT															
9	10	11	12	No.												FLIGHT															
13	14	15	16	DUTY												FLIGHT															
17	18	19	20	INJURIES												FLIGHT															
21	22	23	24	SERIOUS												FLIGHT															
25	26	27	28	FATAL												FLIGHT															
29	30	31	32	INJURY												FLIGHT															
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Routine night flying circuit practice

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Undershot on approach, struck a fence and ended up in bushes on north end of field.

COMPOSITION:

LU/PSU

RECOMMENDATIONS:

More caution to be exercised on part of instructors in future in night dual. Had the occupants been injured, their rescue would have been dangerously impeded by the lack of two-way radio communication between tower and tender. This equipment is absolutely vital in night flying exercises.

PRIMARY CAUSE:

~~30. Undershooting runway.~~

3. Undershot

ACTION TAKEN:

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

Instructors log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~41. Hitting obstructions.~~

~~24. Carelessness.~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_