

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Training.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Pilot mistook last flare of flare path for first flare of taxi strip. Taxiing very slowly his port wheel left runway into soft ground. A/C nosed up bending one propellor blade.

D-14
30/Jan/57/120

RECOMMENDATIONS:

PRIMARY CAUSE:

32. Pilot error.

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

36. Nosing up.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____