ο/	OISON OF PILC		OTHERS		AIRF	FRAME	FAIL	LURE			ENG		AILUR		
PE OF A	UNIT	#19 Vir	E.F.T.S.		PLAC		F A	Y C C I E	DENTS	DAT		5.43 TO		2	1 10 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
TYF	A/C TYPE		T/Moth		No.	4952 500 <b>7</b>		CRASH CAT.	C	SE X	ME	DAY	X	0	NEW TO
101		ville	e, J.W. (	(4952) L		 GB1 <b>58</b> 19 B18001			lil lil	JRIE:	5		SERIOU:	JURY 0	Z KHER
E OF ENGINE						ANT C. TH					•	9	CARD JERIAL I	ур. 	S SHIP SHIP
ТУР			No.	EXTENT OF DAMAGE	REPORT FORM	T SERIAL No.	DAT	l l		ON	LOWN TYPE	BY PILOT		LAST TO	s Landit
GORY	1 2	jr. oth	4952 7468 500 <b>7</b> 7670	Serious Nil Serious Nil				- IN	ST. NIGH	7 5	50L0°	19 17		MOS. Γ 	U (1)
SATE	·	IAL No.	& DATE 13.5.43	UNIT No. & D	ATE	СОМ.	No. & I	DATE	REP	ORT	F	ILE	DAT	E	This this

DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICE	CER	
Circuits and landings.	OR COMMANDING OFFICER'S REPORT:		
	D-14 # 39	/ <b>.</b>	
NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE:		)
Pilot 4952 picked spot for landing	COMPOSITION: LCA		)
was still clear, but with A/C on gro	ound 1 CA / No	<u> </u>	
Pilot 4952 picked spot for landing and when A/C touched down approach was still clear, but with A/C on gropilot had no forward view. Collided with A/C 5007			)
I WILL A/U BUU/ PILOT BUU/ NAM LANMA	ed. /		
and turned A/C so that it faced in- coming traffic. Did not see other	RECOMMENDATIONS:		,
A/C until it was 50 yds. away. Both			,
A/C until it was 50 yds. away. Both pilots immediately switched off engiand fuel supply.	.ne		)
PRIMARY CAUSE:			)
3. Hitting other aircraft.			
6. Cualisiens.			
	ACTION TAKEN		)
( <b>6</b> <i>f</i>	ACTION TAKEN:  (A) DISCIPLINARY (B) TECHNICAL (C) OTHER	1ER	)
	NIL		)
			)
)			)
SECONDARY CAUSE OR CONTRIBUTING FACTORS:			1
05 -			,
25. Inexperience.		RECORDED BY DATE	- )
1		CHECKED BY DATE	- ,
		TALL STATE OF THE	,
· · · · · · · <b>› · · · · · · · · · · · </b>			) )