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JU.	TECH.	DISOB.	NEG/NC	INEXP/NC	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.	ENV. SYS.	LOW'N SYS.	ENG. TR.	AIRCRAWL A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HAND O.
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PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																																
UNIT #10 E.F.T.S. Pendleton		COM. 3		PLACE M.A.										DATE 20.5.43		TIME 1030																
A/C TYPE T/Moth		No. 9684		CRASH CAT. C.1		SE X		ME		DAY X		NIGHT		H.Q. FILE 1100-96-84																		
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																		
Wilson, W.H.				PO		J24132		FI		Nil		(Pilot)		FATAL INJURY																		
Thompson, R.				WO2		R103044		FI		Nil		(2nd Pilot)																				
														CARD SERIAL No.																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																				
T/Moth		9684		Seriously								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.														
G/Major		12884/89		96 Nil								41 22		37 107		113 184																
												42 116		2 10		150 1150																
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE												
700				20.5.43																												
NATURE OF ACCIDENT																																
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14 #62

P/O Wilson gave instrument practice to WO2 Thompson

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

LM / ANT / PCIM

COMPOSITION:

Pilot in rear cockpit made normal landing but on right hand side of runway. Pilot in front cockpit applied brakes to swing to left to avoid another a/c ahead which had also swung to right. Foot and hand brake applied too harshly & a/c nosed up on propellor, then settled back.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~4. Harsh use of brakes~~

7. OTHERS.

7

ACTION TAKEN:

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

Captain of a/c logged

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~36. Nosing up~~

~~24. Carelessness~~

RECORDED BY

DATE

CHECKED BY

DATE