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][TYPE Ca	nso A			No.	9795			В		5 E	ME X	X		NIGHI	SC
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\ \bar{c}	Hoose	n, T.E.		LAC	R	86935	FE		Nil					1		
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17	TYPE A/F	No.	EXTENT OF DAMAG		PORT	SERIAL No.	DAT	<u> </u>	нс			WN BY			1	111
1	& ENGINE Canso	#9795	Serious		URM	NO.		- IN	ST. NIGHT	-	DN TYR	-	TOTA	SOLO	LAST 6 MOS.	<u>"</u> ⊣
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1	DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER D-14 #2	ं ⊢≅ ∺
)	Acceptance Test	OR COMMANDING OFFICER'S REPORT:	103 533 209
)		DATE:	619 6A
	Canso 9795 while carrying out a water landing, swung violently	COMPOSITION:	Sg.
)	to port after touching down,		
)	crushed the hull and sank.		Th dob
)		That pilots be completely familiar with	oms ert
}		landing characteristics of Canso aircraft	on,
)	PRIMARY CAUSE: 32. Pilot error.	before being qualified as first pilot.	ر. 1 - ا
))~. IIIO CITOI.		±≅ 55
)			- -
)		ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER	~~ {
)		CONCLUSIONS OF A.I.B.	= = 4.
)		Agree with the findings. An analysis of the pilot's flying time indicates that he was not	qual-
)		not competent to fly the A/C with a crew with-	ras Ju
)	SECONDARY CAUSE OR CONTRIBUTING FACTORS:	out the supervision of a competent 1st pilot,	
ì	38. Ground loop. 17. Disobedience of standing orders.	out the supervision of a competent 1st pilot, as laid down in CAP 100, Sec. 8. According to the evidence the pilot's log book was not	<u> </u>
7	T DESCRIPTION OF DOGMETHS OF GETS	endorsed as required by para. 10 of CAP 100, Sec. 8.	哲学
i.		CHECKED BY	DATE
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