



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

**Engine being run up on ground.**

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

**Owing to strong gusty wind, aircraft** COMPOSITION:

**dipped nose and airscrew tips struck  
tarmac. Wheel chocks in position.**

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

**Strong gusty wind.**

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Failure to control aircraft while  
being run up. No blame attached.**

**AIRSCREW TIPS STRUCK GROUND**

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_