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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER.

OR COMMANDING OFFICER'S REPORT:

CHIEF SUPERVISORY OFFICER'S REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 5-3-41

COMPOSITION: G.A. WILK FLT. LT.

*LBG/XGM/XG1*

Aircraft landed on ice too soft to hold it up. Broke through and nosed over, breaking propellor tip.

PUPIL BEING GIVEN DUAL IN FORCED LANDING IN AUTHORIZED FORCED LANDING FIELD. THE PLANE IN LANDING BROKE RECOMMENDATIONS:

THROUGH SOME ICE AND TURNED UP FOR A SHORT TIME ON ITS NOSE BREAKING TIP OF PROPELLOR. OTHER AIRCRAFT HAD LANDED IN FIELD EARLIER IN DAY WITHOUT ICE BREAKING.

NEITHER THE INSTRUCTOR NOR THE PUPIL COULD BE HELD RESPONSIBLE FOR THE ACCIDENT. NO DISCIPLINARY ACTION WAS TAKEN AND NO ENTRY MADE IN LOG BOOK.

PRIMARY CAUSE:

Aircraft landed on very soft ice. AIRCRAFT LANDED ON ICE TO SOFT TO HOLD IT UP.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT BROKE THROUGH ICE AND NOSED OVER BREAKING PROPELLOR TIP.

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

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