

32 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	31 TECH.	30 DISOB.	29 RES'NCE	28 INEXP'NCE	27 MISCEL.	26 INSTRUCT.	25 FLT. CONTR.	24 OTHERS	23 PRIMARY	22 FL. CONTS.	21 MOV. SURFS.	20 STAB. SURFS.	19 W. STRUTS	18 LAND. GEAR	17 FLOATS	16 FUSE OR HULL	15 TAIL SKID OR W.	14 ENGINE MOUNT.	13 MISCEL.	12 UND'TD	11 PRIMARY	10 FUEL SYS.	9 COOL SYS.	8 IGNIT. SYS.	7 LUB'N SYS.	6 ENG. STR.	5 AIRSCREW A.	4 ENG. CONTS.	3 MISCEL.	2 HAND'D	1 PRIMARY	19																	
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TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	CAUSES OF ACCIDENTS	UNIT	COM.	PLACE	DATE	TIME	A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT	NAME	RANK	NO.	DUTY	INJURIES	SERIOUS	FATAL	INJURY	CARD SERIAL NO.	TYPE OF ENGINE	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.																	
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32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

SOLO

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Monthly Accident Return. ✓

AFTER NORMAL LANDING PILOT APPLIED EXCESSIVE
BRAKE WHEN AIRCRAFT WAS STILL TRAVELLING
FAST AND IT NOSED OVER

COMPOSITION:

LM 1770/20M/00P

RECOMMENDATIONS:

PRIMARY CAUSE:

EXCESSIVE APPLICATION OF BRAKES WHEN
AIRCRAFT WAS STILL MOVING - **Inexperience.**

ACTION TAKEN:

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

**Pupil was paraded and instructed in the
proper method of using aircraft brakes.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT NOSED OVER

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____