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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

DUAL INSTRUCTION IN BOTH AIRCRAFT.

OR COMMANDING OFFICER'S REPORT: **R170**

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

MULT

AIRCRAFT 4666 WITH LAC NOAKES HAD COMPLETED THE

COMPOSITION:

CIRCUIT LANDED AND HAD COME TO A FULL STOP. A/C

4641 WITH LAC COSTELLO AT THE CONTROL WAS COMING

INTO LAND TO THE LEFT OF 4666. ON LANDING 4641 BOUNCED

AND CHANGED DIRECTION TO THE RIGHT. T/SGT.

RECOMMENDATIONS:

*W H / P C H / P S S
1 2 7 / X H*

DELANEY CAUGHT SIGHT OF AIRCRAFT AND APPLIED LEFT RUDDER

AND ~~W~~ LD HAVEMISSED COLLIDING WITH IT BUT FOR THE SLIPPERY

~~PRIMARY CAUSE~~ SURFACE OF THE AERODROME WHICH CAUSED AIRCRAFT

NIL

4641 TO SKID TO THE RIGHT IN THE RUN. THE RIGHT WING TIP OF A/C

4641 STRUCK THE LEFT TAIL PLANE BRACE WIRES OF AIRCRAFT 4666.

ACTION TAKEN:

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

PRIMARY CAUSE

POOR JUDGMENT ON PART OF LAC COSTELLO .

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

SKID TO RIGHT WHEN TURNING LEFT TO AVOID

AIRCRAFT 4666.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____