

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS. PRIMARY. FL. CONTRS. MOV. SURFS. STAB. SURFS. W. STRUTS. LAND. GEAR. FLOATS. FUSE. OR HULL. TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND'TD. PRIMARY. FUEL SYS. COOL. SYS. IGNIT. S. L.F.N. SYS. EN. STR. AIRS. CREW A. ENG. CONTRS. MISCEL. UND'TD. PRIMARY.																															
PILOT			OTHERS			AIRFRAME FAILURE												ENGINE FAILURE													
CAUSES OF ACCIDENTS																															
UNIT			COM.			PLACE												DATE		TIME											
31 OTU. Debert, N.S.			3			M.A.												17-7-42		0440											
A/C TYPE			No.			CRASH CAT.												SE	ME	DAY		NIGHT									
Hudson			AM763			B														x		x									
NAME			RANK			NO.			DUTY			INJURIES						SERIOUS													
McCafferty, W.			P.O.			1st P.			Uninjured						FATAL		INJURY														
Armstrong, H.M.			P.O.			2nd P.			"																						
																	CARD SERIAL No.														
TYPE A/F & ENGINE			No.			EXTENT OF DAMAGE			REPORT FORM			SERIAL No.			DATE			HOURS FLOWN BY PILOTS													
Hudson AM763			AM763			Serious												INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.							
Wasp S3C4 A203719/A203698			A203719/A203698			Serious												33 18		21 79		23 145									
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE			STAGE OF FLIGHT													
A-700 17-7																		MISCELLANEOUS CAUSES: DRKNS. WEATHER. HAND O. INSTS. UND'TD. PRIMARY. TAXING. LANDING. TAKE-OFF. FLIGHT. STATIONARY. FATAL. INJ. INJURY. 3RD.													
NATURE OF ACCIDENT																															

DUTY ON WHICH ENGAGED:

Circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On landing the aircraft swung slightly and the pilot corrected by application of rudder and brake, causing the a/c to tip on its nose.

DATE:

COMPOSITION:

L 9/

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Faulty use of Controls.~~

2 - Sweung

ACTION TAKEN:

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

2

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft tipped up on its nose.~~

RECORDED BY

DATE

CHECKED BY

DATE