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DUTY ON WHICH ENGAGED:

INSTRUMENT FLYING.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R. 170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

THE A/C APPROACH AFTER LANDING WAS NORMAL, BUT THE PILOT ALLOWED IT TO FLOAT ALONG THE RUNWAY AND TOUCH DOWN SO NEAR THE WIND-WARD END THAT THE A/C OVER-RAN THE RUNWAY AND WENT ON BEYOND THE BOUNDARY MARKERS, THE PORT GEAR LEG DROPPED INTO A SUDDEN DITCH, CAUSING THE A/C TO SWING TO PORT, AND THE COLLAPSE OF THE STEADY GEAR LEG. THE A/C FELL FORWARD ON ITS NOSE.

DATE:

COMPOSITION:

20/11/56

RECOMMENDATIONS:

PRIMARY CAUSE:

~~A/C OVER-RAN THE RUNWAY AND THE PORT GEAR DROPPED INTO A DITCH.~~

1. Overshot

(1)

ACTION TAKEN:

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

(A) DISCIPLINARY ACTION TAKEN. LOG BOOK ENDORSEMENT OF "GROSS CARELESSNESS".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~STEADY GEAR LEG COLLAPSED AND THE A/C FELL BACK ON THE REAR PART OF THE FUSELAGE.~~

34. Mc Strain

(34)

RECORDED BY

DATE

CHECKED BY

DATE