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₹ <b>⊢</b>	PILOI	OTHERS		CAU		0		CCID	ENTS						$\neg \bot \langle$
	UNIT 8 3.8	A.G.S.	COM.		LACE				7	DATE H.O.	20-12 FILE 3-	-42	IME ]	1145	1 1 1 /
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	A/C TYPE			N	0.			CRASH CAT.		SE	ME		A 1	NIGHT	1-101/
		igb <u>roke</u>	I		, 9	1398			Α			X	SERIO		SCELLY
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Ϋ́ P	· -		I	<u> </u>	1		<u> </u>		<del></del>	OURS F	OWN	RY PH (	)TS		$\perp$ $\perp$ $\perp$
-1	TYPE A/F & ENGINE	No.	OF DAMAG		PORT S	ERIAL No.	DAT	E -			TYPE		TAL	LAST	
F	Soling-	9898	Total					INS	T. NIGH	DUAL	SOLO	DUAL	solo	6 MOS.	STA
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GORY	mercury.	K303/2300	1000				_								] T
ÄF	SIGNAL NO	& DATE	UNIT No. 8	DATE		COM.	No. & E	DATE	REP	ORT	F	LE	DA	ATE	]   K
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Ì	A 47	20-12				RE	0 <b>F</b>		IDEN						

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DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVE	ESTIGATING OFFICER	)					
Routine airground gunnery exercise.	OR COMMANDING OFFICE	ER'S REPORT:	,					
NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE: 29 De./42	INVESTIGATING OFFICER	)					
Aircraft crashed and burned.	COMPOSITION:	S.L. Jones, D.L.G. (C1356), #2 FIS.						
Caught fire in the air, descended								
in shallow dive at high speed, well	11.06,	AOC/DAGA						
over 200 m.p.h., until it struck the	I							
ground in an upright & flat position		•	)					
& brust into flames. It continued	Nil	40000000000000000000000000000000000000	```					
along ground for distance of 300 to PRIMARY CAUSE: 400 yds., then exploded.		CONCLUSIONS OF A.I.B. (873)	,					
		A/c on authorized air to ground fir	<b>-</b> .)					
27. Fire in the air.	ing exercises which calls for flyin							
Cause of fire, obscure.	ACTION TAKEN:	at low level, caught fire in the ai crashed & exploded. The evidence	<b>r,</b>					
	(A) DISCIPLINARY (B)	TECHNICAL (C) OTHER does not disclose	th()					
[19]		cause of the fire in the air.						
19 00-			)					
1. OUT. OF CONTROL.			)					
SECONDARY CAUSE OR CONTRIBUTING FACTORS:			ŕ					
20 FIRE - 19		RECORDED BY DATE	- )					
(N Q)			)					
R.C.A.F. FORM L20 REQ. 1247 10M—15-11.41		CHECKED BY DATE	- )					
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