

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	JUL 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. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UND/TD PRIMARY HAND Q. INSTS. WEATHER DRKNS. ALG. SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STRATY FATAL INJ. 3RD 2S 1	<table border="1"> <tr> <td>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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52</td> <td> <table border="1"> <tr> <td>PILOT</td> <td>OTHERS</td> <td>AIRFRAME FAILURE</td> <td>ENGINE FAILURE</td> </tr> <tr> <td colspan="4">CAUSES OF ACCIDENTS</td> </tr> <tr> <td colspan="2">UNIT 3 W.S. 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DUTY ON WHICH ENGAGED:

Wireless Training Exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft nosed over while taxiing on icy surface in 28 M.P.H. wind. Pilot overcorrected left swing resulting in 90° swing to right.

PRIMARY CAUSE:

1. ~~Bad surface of aerodrome.~~

10. Bad Ground

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Strong cross wind.~~
~~Incorrect application of controls.~~
~~Inexperience of pilot.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

D.14

COMPOSITION:

TBC/ANT/PCT/~~XG1~~/uwc. ✓

RECOMMENDATIONS:

ACTION TAKEN:

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

Nil.

Correct handling of controls being explained to all pilots.

RECORDED BY

DATE

CHECKED BY

DATE