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<table border="1"> <tr> <td>TECH.</td><td>DISOB.</td><td>NEG'NCE</td><td>INEXP'NCE</td><td>MISCEL.</td><td>INSTRUCT.</td><td>FLT. CONTR.</td><td>OTHERS</td><td>PRIMARY</td><td>FL. CONTRS.</td><td>MOV. SURFS.</td><td>STAB SURFS.</td><td>W. STRUTS</td><td>LAND. GEAR</td><td>FLOATS</td><td>FUSE OR HULL</td><td>TAIL SKID OR W.</td><td>ENGINE MOUNT.</td><td>MISCEL.</td><td>UND'TD</td><td>PRIMARY</td><td>FUEL SYS.</td><td>COOL SYS.</td><td>IGNIT. SYS.</td><td>LUB'N SYS.</td><td>ENG. STR.</td><td>AIRCREW A.</td><td>ENG. CONTRS.</td><td>MISCEL.</td><td>UND'TD</td><td>PRIMARY</td><td>HAND.O.</td><td>INSTS.</td><td>WEATHER</td><td>DRINKS.</td><td>ALG SURF.</td><td>OTHER</td><td>UND'TD</td><td>PRIMARY</td><td>TAXYING</td><td>LANDING</td><td>TAKE-OFF</td><td>FLIGHT</td><td>STAFFRY</td><td>FATAL</td><td>INJ.</td><td>3RD.</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td> </tr> </table>																																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.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HAND.O.	INSTS.	WEATHER	DRINKS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXYING	LANDING	TAKE-OFF	FLIGHT	STAFFRY	FATAL	INJ.	3RD.	5	4	3	2	1
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NATURE OF ACCIDENT																																																																																			

DUTY ON WHICH ENGAGED:

SOLO PRACTICE.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

PILOT BECAME LOST, AND IN A VERY STRONG WIND OF 60 MILES AN HOUR, THE PLANE DRIFTED AWAY. A FORCED LANDING WAS SATISFACTORY. THERE WAS NO DAMAGE TO THE AIRCRAFT.

PRIMARY CAUSE:

THE PILOT BECAME LOST DUE TO CARELESSNESS IN ALLOWING THE PLANE TO DRIFT AWAY, IN WIND OF 60 MILES AN HOUR. THE BOUNDARY FOR SOLO FLYING WAS NOT ADHERED TO AND IS THE PRIMARY REASON FOR THE PILOT BECOMING LOST.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

STRONG WIND OF 60 MILES AN HOUR

COURT OF INQUIRY, INVESTIGATING OFFICER *FC/PCN/WWG* ✓

OR COMMANDING OFFICER'S REPORT:

COMMANDING OFFICER'S REPORT

DATE: 27-1-41

COMPOSITION:

F/L E.A. WEAVER

RECOMMENDATIONS:

PUPIL PILOTS ADHERE STRICTLY TO THE FLYING REGULATIONS.

IT IS RECOMMENDED THIS AIRMAN BE PUNISHED AND REPRIMANDED AND THIS REPRIMAND BE PLACED ON HIS CONDUCT SHEET.

ACTION TAKEN:

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

A.M.T. APPROVES D.14 8-2-41.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____