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TYPE OF A/C

TYPE OF ENGINE

CATEGORY

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.

UNDTD

PRIMARY

FUEL SYS.

COOL. SYS.

IGNIT. SYS.

LUB'N SYS.

ENG. STR.

AIRSCREW A.

ENG. CONTS.

MISCEL.

UNDTD

PRIMARY

HAND.O.

INSTRS.

WEATHER

DRKNS.

ALG SURF.

OTHER

UNDTD

PRIMARY

TAXING

LANDING

TAKE-OFF

FLIGHT

FATAL

STATRY

INJ.

3RD.

RAF

5

4

3

2

1

0

-1

-2

-3

-4

-5

DUTY ON WHICH ENGAGED:

Precautionary Landings.

COURT OF INQUIRY, INVESTIGATING OFFICER LM/ANT/PCM/UBP
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft nosed over on landing
Having landed he applied the brakes
too harshly which resulted in the
aircraft tipping onto its nose.

DATE: Commanding Officers Report.
15-3-41
COMPOSITION: Group Captain (A.L. James.)

RECOMMENDATIONS:

All instructors have been told to warn pupils
continually to keep their feet clear of brake
pedals when landing.

PRIMARY CAUSE:

Injudicious use of Brakes.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Sudden action of brakes caused
aircraft to tip up.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____