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		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.		LUBN. SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND/TD		PRIMARY																															
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UNIT # 9 S.F.T.S.										COM. 3					PLACE Summerside Aerodrome										DATE 4-4-41					TIME 16:00					MISCELLANEOUS CAUSES																																																										
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NATURE OF ACCIDENT																																																																																													

DUTY ON WHICH ENGAGED:

Practicing landings.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

LS/ANT/PSS/ACM/USP

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Commanding Officer's Report.  
8-4-41.

COMPOSITION:

Wing Commander E.G. Fullerton.

Landed on runway and started to swing to the right. Pilot checked this but overcorrected and started to swing to the left. He then applied brakes coarsely and the aeroplane turned up on its nose on the runway.

RECOMMENDATIONS:

Instructors and pupils have been given lectures on this and pupils are being given additional instruction.

PRIMARY CAUSE: Pilot failed to keep aircraft straight after landing, due to overcontrolling and coarse use of brakes.

ACTION TAKEN:

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

Pupil's log book endorsed - landing- inexperience.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE