

32	JUL	31	TECH.	30	DISOB.	29	NEG INCE	28	INEX P NCE	27	WISCEL	26	INSTRUCT	25	FLY CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTR.	21	MOV SURFS.	20	STAB SURFS.	19	W STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKIN OR W	14	ENGINE MOUNT	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG STR.	5	AIRSCREW A.	4	ENS. CONTR.	3	MISCEL.	2	UNDTD	1	UNDTD	19	UNDTD	18	UNDTD	17	UNDTD	16	UNDTD	15	UNDTD	14	UNDTD	13	UNDTD	12	UNDTD	11	UNDTD	10	UNDTD	9	UNDTD	8	UNDTD	7	UNDTD	6	UNDTD	5	UNDTD	4	UNDTD	3	UNDTD	2	UNDTD	1	UNDTD
CAUSES OF ACCIDENTS																																																																																																					
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																																																							
UNIT 37 S.F.E.S. Calgary										COM. # 4		PLACE Calgary airport								DATE 27-2-42				TIME 1740																																																																													
A/C TYPE Oxford										No. X6589-D		CRASH CAT. C		SE		ME X		DAY X		NIGHT		H.O. FILE 1300-X6589																																																																															
NAME										RANK		No.		DUTY		INJURIES						SERIOUS																																																																															
Crimp, E.L. (X6589)										P/O				F.I.		Uninjured.						FATAL		INJURY																																																																													
Pearson, J.D.H. "										LAC		657809		PP		Uninjured.																																																																																					
Pepper, A.P.W. "										LAC		657809		Pass.		Uninjured.																																																																																					
Cooper, P.G. (AS475)										LAC		941052		Mech		Uninjured.						CARD SERIAL NO.																																																																															
Pankin, P. "										ACP		1061346		Mech.		Uninjured.																																																																																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																									
Oxford		X6589		Slightly						DLC		INST. 27		NIGHT 23		ON TYPE 150		TOTAL 325		LAST 6 MOS. 135																																																																																	
Oxford		AS475		Slightly																																																																																																	
Cheetah		179167-179079 Nil																																																																																																			
Cheetah		179109-179113 Nil																																																																																																			
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE																																																																																	
036				24-2-42																																																																																																	
NATURE OF ACCIDENT																																																																																																					
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																																																			

MISCELLANEOUS CAUSES OF FLIGHT

HAND O.
 INSTS.
 WEATHER
 DRKNS
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STRATY
 FATAL
 INJ.
 3RD.
 4.
 5.
 6.
 7.
 8.
 9.
 10.
 11.
 12.
 13.
 14.
 15.
 16.
 17.
 18.
 19.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

WULT

Dual training.

OR COMMANDING OFFICER'S REPORT:

TCA/PSI

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R170

X6589 ran into stationary AS475.

COMPOSITION:

WULT

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Pilot taxied a/c in proximity of others with ineffective brakes.~~

9. Collision

(9)

ACTION TAKEN:

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

Disciplinary action taken by C.O. against the pilot. Station flying orders ammended to forbid a/c taxiing on the apron if brake pressure is below 80 lbs.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Wing tip of X.6589 ran into airscrew of AS475.~~

36. Brake Failure

(36)

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____