

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												
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												
TYPE OF A/C		TYPE OF ENGINE		CATEGORY		TYPE OF A/C		TYPE OF ENGINE		CATEGORY		TYPE OF A/C		TYPE OF ENGINE		CATEGORY		TYPE OF A/C		TYPE OF ENGINE		CATEGORY		TYPE OF A/C		TYPE OF ENGINE		CATEGORY		TYPE OF A/C		TYPE OF ENGINE		CATEGORY									
PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		CAUSES OF ACCIDENTS		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		MISCELLANEOUS CAUSES		STAGE OF FLIGHT		MISCELLANEOUS CAUSES		STAGE OF FLIGHT											
UNIT #5 E.F.T.S. High River		COM. #4 TC		PLACE M.A.		DATE 8.4.43		TIME 0650		H.Q. FILE 1100-FH.853		A/C TYPE Cornell I		No. FH.822 FH.853		CRASH CAT. B C.6		SE X		ME		DAY		NIGHT		NAME		RANK		No.		DUTY		INJURIES		SERIOUS							
A/C TYPE		NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.			
Cornell I		Cock, S.J.R.		Cpl.		R77897		P.		Nil								✓		Cornell I #FH.853		Seriously																					
Ranger 27190/6007		Nil.																		Ranger 27190/6007		Nil.																					
Cornell I #FH.822		Seriously																		Cornell I #FH.822		Seriously																					
Ranger 28961/6019		Nil.																		Ranger 28961/6019		Nil.																					
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		T.72		9.4.43																													
NATURE OF ACCIDENT																																											

DUTY ON WHICH ENGAGED:

Taxiing.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Taxiing A/C FH853 from hangar to flight line, swung into A/C 822.

DATE:

TCA/peppom

D-14

COMPOSITION:

~~FAMI/XH~~

RECOMMENDATIONS:

That the instruction regulating the taxiing of A/C which states that students with less than five hours shall not taxi A/C from hangar to flight line be strictly adhered to.

PRIMARY CAUSE:

3. Hitting other aircraft.

9. collisions

ACTION TAKEN:

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

Matter brought forcibly to the attention of all personnel concerned.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

17. ~~Disobedience of standing orders.~~

25. Inexperience.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_