

TYPE OF A/C 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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62		ACCIDENT CLASSIFICATION												COMMAND 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				
		UNIT No. 33 E.F.T.S. Ceron, Sask.			COM. # 4		PLACE No. 2 Runway			DATE 9-7-43		TIME 1030			MONTH 1 2 3 4 5 6 7 8 9 10 11 12			
TYPE OF UNIT 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	A/C TYPE Cornell I			NO. FH891		CRASH CAT. C	S.E. X	M.E.	DAY X	NIGHT		STAGE OF FLIGHT 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						
	PERSONNEL Eke, J.H.		RANK LAC	NUMBER 1807524	DUTY PP	INJURIES Nil		SIGNAL NO. 0201 DATE 9-7		D 14 (REVISED)	NO. 4		CHECKED <input checked="" type="checkbox"/>					
CATEGORY 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	ENGINE Panger 27987/6046	ENGINE NUMBER(S) Nil		HOURS FLOWN BY PILOTS				NO. 12	FORCED LANDING	TAXYING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ. 306	INJURY 5	RAF W N
			INST. -	NIGHT -	ON TYPE SOLO - DUAL -		TOTAL SOLO 1 DUAL 9											
ACCIDENT CLASSIFICATION																		

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Solo circuit.

No technical failure.

LS/PS/CS/WAC

NATURE OF ACCIDENT:

On approaching to land the pupil noticed considerable drift. He endeavored to correct, but doesn't seem clear in his mind which wing he put down. Quite possible he put wrong wing down and increased the effect of drift. A/C ground looped and U/C collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~35. Cross winds and gusts.~~

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2. Suing.

SECONDARY OR CONTRIBUTORY FACTORS:

~~38. Ground loop.~~

~~25. Inexperience.~~

ACTION TAKEN:

NIL

34. U/C strain

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