

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

| | | | | |
|---------------------------------------|------------------|----------------------|--------------------------|---------------------------------|
| UNIT 15 E.F.T.S. Regina | COM. 4 | PLACE M.A. | DATE 10-10-43 | TIME 1645 |
| A/C TYPE CORNELL III | | NO. 10718 | CRASH CAT. "B" | H.Q. FILE 1100-107-18 |
| | | S.E. X | M.E. | DAY X |
| | | | | NIGHT |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|---------------------|------------|----------------|-----------|---------------|----------------|-------------------------------------|
| Crossley, H. | F/S | E107831 | P | Uninj. | NO. | DATE |
| MacKone, G. | LAC | K203943 | PP | Uninj. | A.35 | 11-10 |
| | | | | | D 14 (REVISED) | |
| | | | | | NO. | CHECKED |
| | | | | | 5 | <input checked="" type="checkbox"/> |
| | | | | | #25 | |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|---------------|-----------------------|-----------------------|-----------|------------|-----------|------------|------------|
| | | ON TYPE | | | | TOTAL | |
| | | INST. | NIGHT | SOLO | DUAL | SOLO | DUAL |
| Ranger | 27520/6313 Nil | 57 | 75 | 203 | 30 | 820 | 145 |
| | | - | - | - | 7 | - | 7 |

ACCIDENT CLASSIFICATION

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

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
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

MONTH
1
2
3
4
5
6
7
8
9
10
11
12

STAGE OF FLIGHT
FORCED LANDINGS
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3RD
5
1
2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Giving instruction on Seq. 12-13

Nil

NATURE OF ACCIDENT:

LH/12-13/2

On landing levelled out a/c correctly. Instructor did not have time to prevent a wing from dropping, causing a heavy landing and ground loop when student pulled control column back too fast, as a/c was about to touch down.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

CLASSIFICATION:

~~40. Heavy landing - flying into ground.~~

HEAVY

SECONDARY OR CONTRIBUTORY FACTORS:

~~38. Ground loop.~~

~~32. Pilot error~~

~~14. Misuse of Controls~~

ACTION TAKEN:

Nil