

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

ACCIDENT CLASSIFICATION

UNIT 15 E.F.T.S. Regina,	COM. 4	PLACE M.A.	DATE 16-10-43	TIME 0230			
A/C TYPE CORNELL II			CRASH CAT. "C"1	H.Q. FILE 1100-151-42			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Dillon, M.E.		LAC	R205952	PP	Uninj.	No. A.36	DATE 16-10
						D 14 (REVISED)	
						No. 6	CHECKED A
						#31	

COMMAND

MONTH

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD

5

RAF

12

TYPE OF A/C

TYPE OF UNIT

CATEGORY

STAGE OF FLIGHT

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

ENGINE Ranger	ENGINE NUMBER (S) 37206/6722	Nil	HOURS FLOWN BY PILOTS							
			INST.		NIGHT		ON TYPE		TOTAL	
							SOLO		DUAL	
			6		5		27		32	

PURPOSE OF FLIGHT:

Seq. Night 12 -13.

TECHNICAL OFFICER'S REPORT:

Tm/nil/20/10/10
Nil

NATURE OF ACCIDENT:

Waiting at taxi post for permission to take-off and mistook a signal given to a/c on downwind leg for his permission to take-off. Started to move forward and was given a red light by Control Officer because of an a/c approaching on the into wing leg. Applied harsh brake causing a/c to go up on its nose.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~4. Harsh use of brakes.~~

OTHERS.

11

SECONDARY OR CONTRIBUTORY FACTORS:

~~36. Nosing up.~~

ACTION TAKEN:

Extra duty.