

ACCIDENT CLASSIFICATION

UNIT 34 E.F.T.S.		COM. 4	PLACE R. J LETHBURN		DATE 17-1-44	TIME 0955	
ASSINIBOIA					H.Q. FILE 1200-105-57		
A/C TYPE CORNELL II		NO. 10557	CRASH CAT. "B"	S.E. X	M.E.	DAY X	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
AUSTIN, R.G.		GB SGT	1541168	PI	Uninj.		NO. A.177
DURBRIDGE, D.A.		GB LAC	1583076	PP	Uninj.		DATE 18-1
							D 14 (REVISED)
							NO. 3
							CHECKED <input checked="" type="checkbox"/>
							#9
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS			
Ranger 6-440-C.5		27857/10282 Nil		ON TYPE		TOTAL	
		INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
		38	147	609	16	825	180
		2335					
		9	2	34	33	64	68

ACCIDENT CLASSIFICATION

TYPE OF A/C: 1-62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 7

TYPE OF UNIT: 1-7, 2-7, 3-7, 4-7, 5-7, 6-7, 7-7, 8-7, 9-7, 10-7, 11-7, 12-7, 13-7, 14-7, 15-7, 16-7, 17-7, 18-7, 19-7, 20-7, 21-7, 22-7, 23-7, 24-7, 25-7, 26-7, 27-7, 28-7, 29-7, 30-7, 31-7, 32-7, 33-7, 34-7, 35-7, 36-7, 37-7, 38-7, 39-7, 40-7, 41-7, 42-7, 43-7, 44-7, 45-7, 46-7, 47-7, 48-7, 49-7, 50-7, 51-7, 52-7, 53-7, 54-7, 55-7, 56-7, 57-7, 58-7, 59-7, 60-7, 61-7, 62-7

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, 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: 1-4, 2-4, 3-4, 4-4, 5-4, 6-4, 7-4, 8-4, 9-4, 10-4, 11-4, 12-4, 13-4, 14-4, 15-4, 16-4, 17-4, 18-4, 19-4, 20-4, 21-4, 22-4, 23-4, 24-4, 25-4, 26-4, 27-4, 28-4, 29-4, 30-4, 31-4, 32-4, 33-4, 34-4, 35-4, 36-4, 37-4, 38-4, 39-4, 40-4, 41-4, 42-4, 43-4, 44-4, 45-4, 46-4, 47-4, 48-4, 49-4, 50-4, 51-4, 52-4, 53-4, 54-4, 55-4, 56-4, 57-4, 58-4, 59-4, 60-4, 61-4, 62-4

MONTH: 1-12

STAGE OF FLIGHT: 1-10

INJURY: 1-5

PURPOSE OF FLIGHT:

Routine training.

TECHNICAL OFFICER'S REPORT:

LH /PSHH/L

NATURE OF ACCIDENT:

Nil

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pupil was practising a forced landing. During the latter part of his approach he allowed a/c to fall to 70 m.p.h. He then held off rather high and instructor opened up the throttle fully. He was however unable to prevent a/c from stalling into the ground.

CLASSIFICATION:

~~39. Flattening out too soon.~~

4. Heavy

(4)

SECONDARY OR CONTRIBUTORY FACTORS:

~~24. Carelessness.~~

ACTION TAKEN:

Log book endorsed.