

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

ACCIDENT CLASSIFICATION

UNIT <b>15 E.F.T.S</b> <b>Regina</b>		COM. <b>4</b>	PLACE <b>M.A.</b>		DATE <b>6-3-44</b>	TIME <b>1445</b>		
A/C TYPE <b>CORNELL II</b>		NO. <b>14492</b>	CRASH CAT. <b>"C"</b>		S.E. <b>X</b>	M.E.	DAY <b>X</b>	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
<b>Lindsay, J.A.</b>		<b>LAC</b>	<b>R143369</b>	<b>PP</b>	<b>Uninj.</b>		NO.	DATE
							D 14 (REVISED)	
							NO.	CHECKED
							<b>#4</b>	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Ranger</b>	<b>37126/6642 NIL</b>		ON TYPE		TOTAL			
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			<b>7</b>	<b>2</b>	<b>22</b>	<b>38</b>	<b>22</b>	<b>38</b>

COMMAND  
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STAGE OF FLIGHT

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FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY

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

PURPOSE OF FLIGHT:

Seq. 14,16,17,22.

TECHNICAL OFFICER'S REPORT:

NIL. LS/105

NATURE OF ACCIDENT:

Student turned left on landing run without stopping and swung his tail into wind. Wind approximately 25 m.p.h. and as control column was held right back a/c nosed up.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~3~~. Nosing up.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~3~~. Pilot error.

ACTION TAKEN:

NIL.