

ACCIDENT CLASSIFICATION

UNIT # 23 E.F.T.S. Yorkton, Sask.	COM. 2	PLACE 4 miles S, 1/2 mile E of Willowbrook, Sask.	DATE 12-6-45	TIME 1051
A/C TYPE CORNELL E		NO. EW476	CRASH CAT. "A"	H.Q. FILE 1300-EW476
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Hougan, A.S.	F/O	J39124	FI	Dang. Inj.	NO. A39	DATE 12-6
Varley, F.	LAC	2203204	PP	Ser. Inj.	D 14 (REVISED)	
					NO. # 3	CHECKED
					# 3	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Ranger 6-440C-5	24363/7798 Ser.	109	179	13	295	278	2276
		7	3	31	34	44	33

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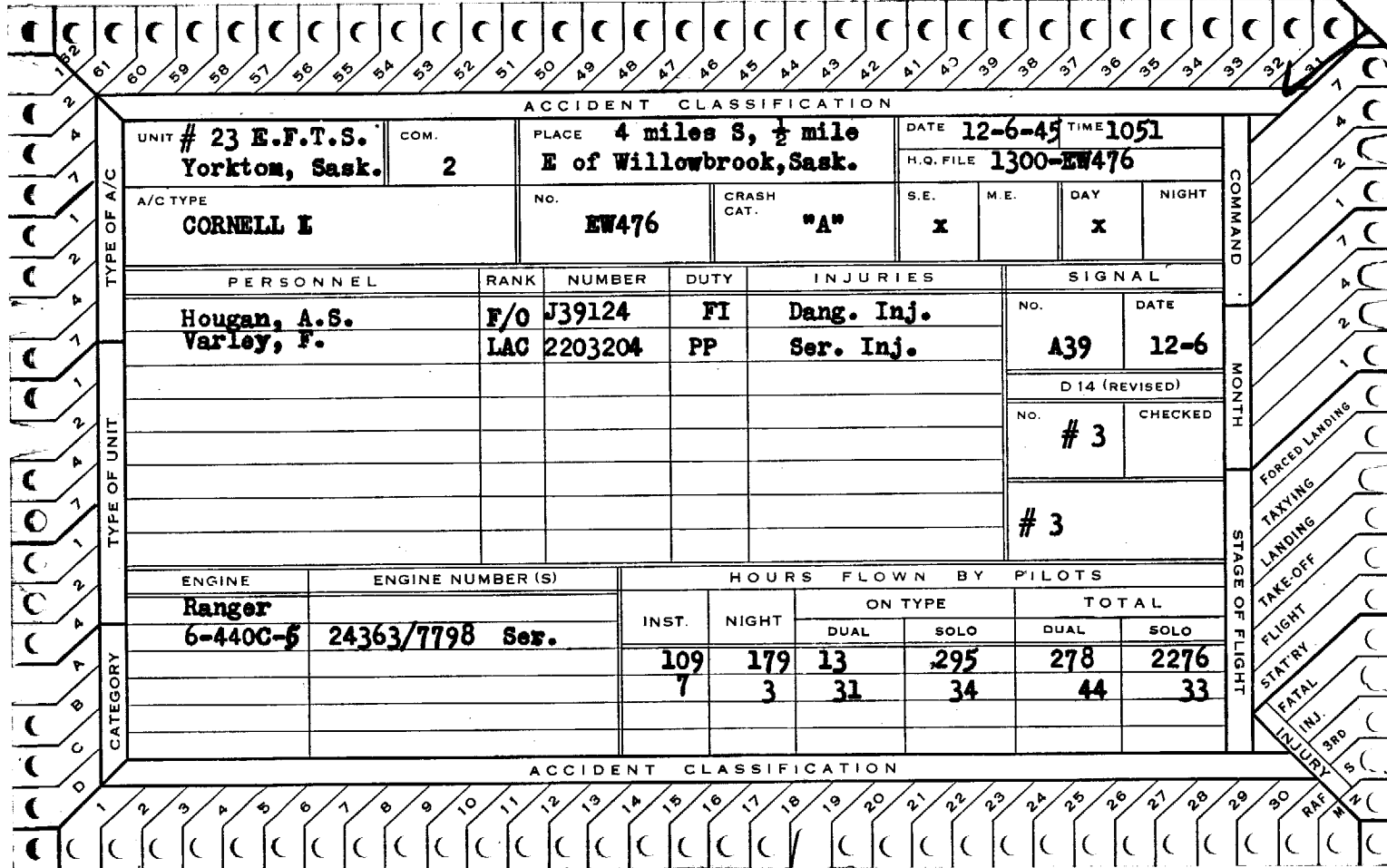
COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY 3rd

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Testing of Student.

NATURE OF ACCIDENT:

A/C apparently slipped in turn while practicing precautionary landing seq. port wing striking ground.

CONCLUSIONS OF A.I.B.

Agree with findings.

CLASSIFICATION:

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT

Nil

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2571

CAUSE:

Hitting the ground whilst engaged in precautionary landing approach test in the low flying area. Contributory factors - flying low below the minimum of 50' laid down, and strong and gusty winds.

RECOMMENDATIONS: Pilots and pupils should be continually reminded that they must fly at a minimum of 50' above all obstacles whilst flying in the low flying area and in their practice of precautionary landings. 2. Engineering Branch should give consideration to modifying this type of Cornell seat. The harness passing from spring release over pilot's shoulders should not at any time bring pressure on the back of the seat. It is suggested that the modification installed in a/c Cornell # 4T.C. in fall of 1943

ACTION TAKEN: might solve this problem.