

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1								
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								
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE									
CAUSES OF ACCIDENTS																																							
UNIT #5 E.F.T.S. High River										COM. #4 TC					PLACE M.A.					DATE 12.4.43					TIME 1055														
A/C TYPE Cornell I										No. 10513					CRASH CAT. C.1					SE X		ME		DAY X			NIGHT												
NAME R118584 LAC McLean, A.S.										RANK		No.		DUTY PP		INJURIES Nil										SERIOUS													
																										FATAL		INJURY											
																										CARD SERIAL NO.													
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Cornell II #10513												Slightly								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Ranger 27287/4222																				DUAL SOLO		DUAL SOLO																	
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE									
T.74 12.4.43																																							
NATURE OF ACCIDENT																																							

36 35

CRASH

MISCELLANEOUS CAUSES OF FLIGHT

HAND Q.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UND TD
PRIMARY
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD.
INJURY



DUTY ON WHICH ENGAGED:

Routine training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C became stuck in soft ground while taxiing out to Control Tender. Strong tail wind. Was moving A/C with assistance of flight crewman. Engine running. Wind caught tail and blew A/C over on its nose.

DATE:

COMPOSITION:

T/M / F/N / P/T

RECOMMENDATIONS:

PRIMARY CAUSE:

~~35. Cross winds and gusts.~~

11. Others

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil.

When A/C become stuck in soft ground, engine shall be stopped and A/C towed free by hand or by power, e.g. tractor. This will be embodied in Station Flying Orders as of this date.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

1. Bad surface of aerodrome.

~~36. Nosing up.~~

RECORDED BY

DATE

CHECKED BY

DATE