

31 JUL		30 TECH.		29 DISOB.		28 NEG'VE		27 INEXP'NCE		26 MISCEL.		25 INSTRUCT.		24 FLT. CONTR.		23 OTHERS		22 PRIMARY		21 FL. CONTRS.		20 MOV. SURFS.		19 STAB. SURFS.		18 W. STRUTS		17 LAND. GEAR		16 FLOATS		15 FUSE OR HULL		14 TAIL SKID OR W		13 ENGINE MOUNT.		12 MISCEL.		11 UNDTD		10 PRIMARY		9 FUEL SYS.		8 COOL SYS		7 IGNIT. SYS.		6 LUB'N. SYS.		5 ENG. STR.		4 AIRSCREW A.		3 ENG. CONTRS		2 MISCEL.		1 UNDTD		9 PRIMARY		18 HAND O.		17 INSTS.		16 WEATHER		15 DRNS.		14 ALG SURF.		13 OTHER		12 UNDTD		11 PRIMARY		10 TAXING		9 LANDING		8 TAKE-OFF		7 FLIGHT		6 FLIGHT		5 FATAL		4 FATAL		3 INI.		2 STO. INF.		1 STO. INF.	
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		CAUSES OF ACCIDENTS		UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		MISCELLANEOUS		STAGE OF FLIGHT																																																											
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		34 F.F.T.S. Assiniboia		4		Taxi strip M.A.		20-4-43		1800		1300-10591		Cornell II		10591		C 1		X		X		SERIOUS		FATAL		INJURY		CARD SERIAL No.		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																															
NAME		RANK		No.		DUTY		INJURIES		Walker, I.A.		F/O		125845		FI		Uninj.		Black, W.H.		LAC		1566237		PP		Uninj.		SIGNAL No. & DATE		UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE		NATURE OF ACCIDENT																																																									
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		Cornell		10591		Slight.		6-4-40-C.5		27340/43RO Nil		6-4-40-C.5		Signal No. & Date		Unit No & Date		Com. No & Date		Report		File		Date		Nature of Accident																																																																									

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DUTY ON WHICH ENGAGED:

Training.

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

TM/ANI/PCM/UBP

Pilot applied brakes suddenly, causing a/c to go up on to its nose.

RECOMMENDATIONS:

Speaking tube fixed in such a manner that instructor had to lean forward to speak, thus impairing visibility whilst taxiing. Suggested that this type of fixing for speaking tube be dropped in favour of a longer tube (free), as fixed to some other Cornells.

PRIMARY CAUSE:

4. Harsh use of brakes.

11. Otteris

ACTION TAKEN:

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

Admoniton.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

36. Nosing up.

RECORDED BY

DATE

CHECKED BY

DATE