

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

ACCIDENT CLASSIFICATION

UNIT 15 E.F.T.S. Regina	COM. 4	PLACE M.A.	DATE 9-2-44	TIME 1705			
	A/C TYPE CORNELL II		No. 10736	CRASH CAT. "D"2			
PERSONNEL BRUBAKER, E.H.		RANK SGT	NUMBER R106809	DUTY PP	INJURIES Uninj.	SIGNAL No Sig	
						D 14 (REVISED) No. 1	
						#8 CR / V T / 1 / 1	
ENGINE Ranger	ENGINE NUMBER (S) 27634-10132.		HOURS FLOWN BY PILOTS				
			INST.	NIGHT	ON TYPE		TOTAL
			-	-	SOLO	DUAL	SOLO DUAL
					-	7	- 7

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ. 3RD
INJ. 5
N

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 RAF M N

PURPOSE OF FLIGHT:

Seq. 12-13.

TECHNICAL OFFICER'S REPORT:

LH/PSHH

NATURE OF ACCIDENT:

NIL

After round out control column was pulled back too swiftly resulting in the nose rising. Pilot gave full throttle to recover. At that moment the port wing dropped touching the runway and instead of using opposite rudder as pilot had been taught he used aileron to correct.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~40. Heavy landing - flying into ground.~~

4. Heavy

4

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~

ACTION TAKEN:

Nil