



PURPOSE OF FLIGHT:

Instrument practice.

TECHNICAL OFFICER'S REPORT:

*T.M./D.M./C.W.C.*

NATURE OF ACCIDENT:

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pilots sent up for dual instrument, at 0900 hours with wind 20 m.p.h. with forecasted decrease to 16 m.p.h. At end of 30 minutes pilots returned to change seats and intended to taxi back to hangar from S end of runway 17. They were signalled by Control Tender over runway 310, and as they were on right side of runway, were unable to turn into wind on account of snowbank. At this time wind had increased, when down wind tail was caught by a gust in spite of giving full throttle and

CLASSIFICATION:

stick back, nosed up.

35. Cross winds and gusts.

SECONDARY OR CONTRIBUTORY FACTORS:

36. Nosing up.

ACTION TAKEN:

NIL