

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 24 E.F.T.S. Abbotsford | COM. 4 | PLACE M.A. | DATE 6-4-44 | TIME 1030 |
| A/C TYPE CORNELL II | | NO. 15165 | CRASH CAT. "D" | H.O. FILE 1100-151-65 |
| | | S.E. X | M.E. | DAY X |
| | | | | NIGHT |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|-------------|------|--------|------|----------|----------------|--|
| WELSH, R.N. | SGT | R89246 | P | Uninj. | NO. No sig | DATE |
| | | | | | D 14 (REVISED) | |
| | | | | | NO. 1 | CHECKED <input checked="" type="checkbox"/> |
| | | | | | #15 | |

MONTH

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATARY

FATAL

INJ

3rd

INJURY

5

RAF

M

TYPE OF A/C

TYPE OF UNIT

CATEGORY

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|--------|-------------------|-----------------------|-------|---------|------|-------|------|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| Ranger | 37100/6617 Nil | | | SOLO | DUAL | SOLO | DUAL |
| | | 59 | 38 | 362 | 48 | 417 | 91 |

STAGE OF FLIGHT

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

PURPOSE OF FLIGHT:

Instructor's practice.

TECHNICAL OFFICER'S REPORT:

ILCO/POK/ET/mc/PH/IL
NIL

NATURE OF ACCIDENT:

Pilot was practicing slipping turn into fields in low flying area. On completing a slipping turn into field he opened throttle to pull away at a height of 75'. Engine sputtered and did not catch immediately, so it was necessary to lower the nose to maintain flying speed, as engine caught the left wing struck top of a fence post.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Cause: Pilot failed to recover with sufficient height to comply with Station Standing Orders (flying).

Recommendations: Pilots must be impressed with the fact that they must begin their recovery action well above 50'.

Conclusions of A.I.B.: Agree with findings.

CLASSIFICATION:

~~11. Hitting obstructions.~~

22. Collisions Obstructions

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL