

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEX NCE	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTRS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUBN SYS.	6	ENG. STR.	5	AIRSCREW A	4	ENG. CONTRS	3	MISCEL.	2	UNDTD	1	PRIMARY
3	PILOT	4	OTHERS	5	AIRFRAME FAILURE										6	ENGINE FAILURE																																															
4	CAUSES OF ACCIDENTS																																																														
5	UNIT	4 S.F.F.S	COM.	#2.	PLACE	RL	DATE	27-11-41	TIME	0130																																																					
6	Saskatoon, Sask.			#2.	RL	H.O. FILE	1100-77-66																																																								
7	A/C TYPE	Crane	No.	7766	CRASH CAT.	"A"	SE	ME	X	DAY	NIGHT	X																																																			
8	NAME			RANK	No.	DUTY	INJURIES				SERIOUS																																																				
9	Dexter, W.A.			LAC	R103567	PL	Very slightly injured				FATAL	INJURY																																																			
10												✓																																																			
11											CARD SERIAL No.																																																				
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CAUSES
 MISCELLANEOUS
 FLIGHT
 STAGE OF
 FLIGHT

NATURE OF ACCIDENT

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
D249	27-11-41				

HAND Q.
 WEATHER
 DRKNS.
 AL & SURF
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJURY
 3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Night flying practice.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: R170

Flew into ground while winding wheels down after main electrical failure.

COMPOSITION:
1/20/12

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

Pilots neglect to watch instruments while winding wheels down .
Inexperience.

ACTION TAKEN:

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

ORDERS NOW STATE A PILOT WITH AIRCRAFT TROUBLE WILL CIRCUIT TO CEILING HEIGHT OR 4000FEET BEFORE TRYING TO REMEDY THIS FAULT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Flew into ground.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____