



PSW/SFT
DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

OTTAWA, Ontario,
PLACE

70
June 30th, 1949
DATE

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11-48

YOUR FILE	SUBJECT	OUR FILE
	William Robert MAC KNIGHT - L.C.P.C. No. C-3713	5802-10375 (CAR) 5008-E7- 9

MEMORANDUM TO CAR

15165

1. On February 14th, 1949, between 1500 and 1515 hours, a low flying aircraft struck a section of line belonging to The Bonnie Blink Rural Telephone Company, Pense, Saskatchewan, severing two wires and breaking a pole off at the ground.

2. R.C.M.P. investigation revealed,-

(a) Robert G. Ogilvie observed the aircraft that came into contact with the telephone lines. Although he did not obtain the registration letters, he noted it to be a red and cream high-winged monoplane like a Piper Cub. It flew under one set of telephone wires prior to colliding with the other line. Two men were in the aircraft. (Folio 52).

(b) Piper Cub aircraft CF-EGI was located at the Regina airport damaged as follows:-

- (i) oleo leg bent as a result of heavy landing (folio 56);
- (ii) two horizontal marks across the windscreen with scrape marks upward to the leading edge of the wing, (folio 57);
- (iii) paint scraped from the leading edge of the starboard lift strut;
- (iv) at the starboard lift strut, at the wing attachment, the pulley was rendered unserviceable (chewed up); control cable kinked in this area (folio 58);
- (v) on wing, near pulley mentioned in (iv), small tear in fabric;
- (vi) another small tear outboard on wing near area mentioned in (v).

(c) Piper Cub aircraft CF-EGI left Regina Airport at 1306 hours, returning in a damaged condition at 1540 hours, Pilot W.R. MacKnight. A passenger was carried (folio 60-61).

(d) MacKnight admits being in the vicinity of the broken line at the time the incident occurred but denies low flying in the area. His passenger, Mr. N. Irwin, confirms MacKnight's statement that they did no low flying in the area where the line and pole were damaged. (folio 61).

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