

TYPE OF A/C	TYPE OF ENGINE	CATEGORY	CAUSES OF ACCIDENTS	CAUSES	STAGE OF FLIGHT	HAND'D	PRIMARY	HAND'O	INSTRS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXYING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	RAF																																																											
																									MISCELLANEOUS	MISCEL	ENG. CONTS.	AIRSCREW A.	ENG. STR.	LUB'N SYS.	IGNIT SYS.	COOL SYS.	FUEL SYS.	PRIMARY	UND'TD	MISCEL.	ENGINE MOUNT.	FUSE OR HULL	TAIL SKID OR W.	LAND GEAR	FLOATS	W. STRUTS	STAB. SURFS.	MOV. SURFS.	FL. CONTS.	PRIMARY	OTHERS	FLT. CONTR.	INSTRUCT.	MISCEL.	INEXP-ICE	NEG-ICE	DISOB.	TECH.																													
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PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE									
CAUSES OF ACCIDENTS																							
UNIT * 12 S.F.T.S. BRANDON MANITOBA		COM. 2		PLACE OBERON AERODROME								DATE 1-9-41		TIME 21:15									
A/C TYPE CESSNA CRANE		No. 7756		CRASH CAT. C 4		SE X		ME		DAY		NIGHT X											
NAME				RANK		No.		DUTY		INJURIES				SERIOUS									
THOMPSON B.G.				P/O		J 4911		FI		UNINJURED.				FATAL INJURY									
SNARR L.E.				LAC		R73321		PP		UNINJURED.													
														CARD SERIAL No.									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS											
CRANE		7756		Slightly								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.					
JACOBS		4053/21199 Nil												DUAL SOLO		DUAL SOLO							
JACCBS		4052/21200												28 27									
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE			
				CT 28				2-9-41															
NATURE OF ACCIDENT																							

DUTY ON WHICH ENGAGED:

NIGHT FLYING PRACTICE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Monthly Accident Return.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

10-10-64

AIRCRAFT LANDED WITH UNDERCARRIAGE RETRACTED.

Approaching to land at night u/c  
warning light showed green and horn  
did not blow when throttles closed

resulting in belly landing damaging  
both propellers and cowling. Manuel  
operation of u/c caused u/c limit switch

RECOMMENDATIONS:

~~PRIMARY CAUSE:~~ to jam, showing green lights  
and not allowing horns to blow.

PRIMARY CAUSE.

Pilot failed to ensure that  
wheels were down causing belly  
landing.

ACTION TAKEN:

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

All aircraft are to be declared un-  
serviceable after U-C operated manually  
and the down limit switch to be examined.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

U/C warning devices functioning  
improperly.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_