

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32
PILOT		OTHERS		CAUSES OF ACCIDENTS										ENGINE FAILURE																	
UNITS		COM.		PLACE										DATE		TIME															
3 SFTS Calgary.		4		10 Miles N. Cochrane, Alta.										3/3/42		1530															
A/C TYPE		No.		CRASH CAT.										SE		ME		DAY		NIGHT											
Crane		8169		A												x		x													
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
Clarke, J.L.			LAC		R106996		P.P.		Killed				FATAL		INJURY																
Loton, L.T.			LAC		Aus.412158		P.P.		"				2																		
													CARD SERIAL No.																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Crane		8169		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Jacobs		LAMB 4889/4890		21908/21909								17		6		29		28		54		53									
												17		11		35		32		59		57									
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																
PHA 67			3--3-42																												
NATURE OF ACCIDENT																															

UNK. PRIMARY  
 HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UNK TO  
 PRIMARY  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STABRY  
 FATAL  
 INJ  
 3RD.  
 INJURY

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Instrument flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft crashed in vertical dive.

DATE: 4-3-42

*1EA/AMNK*

COMPOSITION:

President F.L. Maw, M.T.  
Member F.O. Forbes-Roberts, R.D.  
Member F.O. MacDonald, J.D.

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~Due to structural failure, in that the port engine nacelle, top portion came adrift tearing some wing fabric with it, the aircraft thereby becoming uncontrollable.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
(B) Action taken by No. 4 T.C. to have all aircraft inspected and modified where necessary. (See file 1700-8169 for further information.)

*18. Misc. Technical*

Conclusions of A.I.B.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C became uncontrollable.~~

It appears to be very questionable that this cowling coming off was the primary cause of the accident. However a modification is being embodied to strengthen the attachment of this part.

*39. Structural Failure*

CHECKED BY

DATE