

CASPIR Aircraft Accident Cards

Serial: 3591

Title: Fleet Fort serial:3591 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 2 aircraft on 1942-April-27. They are: Cessna Crane s/n 8701, Fleet Fort s/n 3591. This accident involved 3 people. Flatt BS, Rowlings HM, Weeks HH This accident had 6 fatalities. Flight Lieutenant Hugh Mclean Rowlings RCAF Killed in Flying Accident service no:C/1039 Crane 8701, Leading Aircraftman Benjamin Arthur Flatt RCAF Killed in Flying Accident service no:R/118204 Crane 8701, Leading Aircraftman Benjamin Arthur Flatt RCAF Killed in Flying Accident service no:R/118204 Crane 8701, Flight Lieutenant Hugh Mclean Rowlings RCAF Killed in Flying Accident service no:C/1039 Crane 8701, Flying Officer Harry Heustis Weeks RCAF Killed in Flying Accident service no:C/3931 Crane 8701, Flying Officer Harry Heustis Weeks RCAF Killed in Flying Accident service no:C/3931 Crane 8701

Keywords: RCAF Fleet Fort ,3591,3 SFTS,3 Service Flying Training School,Aerodrome,1942-April-27,Flatt,Rowlings,Weeks RCAF L20

Created: 1942-04-27

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000741#3591>

DUTY ON WHICH ENGAGED:

Wings test.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Collision with Fleet Fort No. 3591 of No. 2 Wireless Flying Squadron. Pilot C3673 Flying Officer J.M. Simpson, LAC NZ 414888 Newell, N., over control tower, part of starboard wing cut off Crane at a height of approximately 200 feet, spun to ground and immediately caught fire.

DATE: 27-4-42

COMPOSITION:

PRES. W.C. E.C. BATES, A.F.C.	37 S.F.T.S.
MEM. F.L. R.D. FORBES-ROBERTS	3 S.F.T.S.
F.O. A.H.S. LAWSON	2 WIRELESS SCHOOL

RECOMMENDATIONS:

AN IMPROVED SYSTEM OF AERODROME CONTROL, PARTICULARLY DURING TIMES WHEN RUNWAYS ARE BEING CHANGED. THE USE OF LONG BURNING SMOKE CANDLES TO INDICATE CHANGE OF RUNWAY AND TWO WAY INTERCOMMUNICATION BETWEEN TOWER AND CONTROL POINT.

PRIMARY CAUSE:

Obscure.

CONTRIBUTORY CAUSE:

~~QUICK CHANGE IN WIND CAUSED LANDING AND TAKE-OFF DIRECTION ERRORS TO BE IN THE PROCESS OF CHANGE.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

MID-AIR COLLISION AT 400 FEET OVER AERODROME, DUE TO FAILURE OF THE PILOT OF EACH AIRCRAFT TO SEE THE OTHER WHEN APPROACHING TO LAND AT A TIME WHEN THE RUNWAY TO BE USED WAS BEING CHANGED. THE SITUATION WAS AGGRAVATED BY POOR AERODROME CONTROL. MEDICAL TESTIMONY DISCLOSED THAT THE EFFECT OF CARBON MONOXIDE ON THE PILOT OF THE CRANE MAY HAVE IMPAIRED HIS JUDGMENT. THE LACK OF DISCIPLINE IN ALLOWING PERSONNEL TO RUSH IN LARGE NUMBERS OUT

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT COLLIDED IN MID-AIR AT 400 FEET.

TO THE CRASH IS DEPLORABLE, APPARENTLY 150-200 WENT TO THE BURNING AIRCRAFT.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

21. Collision etc (21)