

CATEGORY		TYPE OF ENGINE		TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE		CAUSES OF ACCIDENTS							
C.F.S.		COM.		PLACE		DATE		TIME		H.Q. FILE		1-5-42 0945		1300-FJ197							
Trenton, Ont.		1		M.A.		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT			
Cessna Crane		FJ197		B		X		X		X		X		X		X		X			
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.					
McCabe, T.H.		P.O.		J10265		P		Uninjured													
Hind, R.M.		Sgt.		R106794		P.P.		"													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
C.Crane		FJ197		Seriously												DUAL		SOLO		192;05	
Jacobs		11755/11756		Seriously												4		6		173;45	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE											
A-534		2-5-42																			
NATURE OF ACCIDENT																					

DUTY ON WHICH ENGAGED:

Returning from mutual instructional flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: 4-5-42

COMPOSITION:

F.L. J.M. Stroud (C1495) C.F.S., Trenton, Ont.

RECOMMENDATIONS:

More detailed instructions to be given to pupils regarding action to be taken by the pilot in the event of battery failure. XX Endorsation of Pilot's Log Book in accordance with C.A.P. 100 for error in judgment. Disciplinary action is being taken against the electrician LAC Roy for failure to check battery."

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
XX - SEE UNDER "RECOMMENDATIONS"

CONCLUSIONS OF A.I.B.

A/C "OVERSHOT" RAN OFF END OF RUNWAY AND TURNED OVER.

ERROR OF JUDGMENT VERGING ON POOR PILOTAGE ON THE PART OF THE PILOT

IN THAT HE

(1) OVERSHOT ON LANDING

(2) CONSIDERED THE A/C WITHOUT FUEL BECAUSE GAUGES SHOWED EMPTY.

PILOT KNEW FUEL TANKS FULL ON TAKE-OFF AND SHOULD HAVE KNOWN SAFE ENDURANCE OF CRANE AIRCRAFT.

LANDING WITH FLAPS UP CONTRIBUTED TO THE "OVERSHOOTING". BLAME SHOULD BE ATTACHED TO LAC ROY THE ELECTRICIAN FOR FAILURE TO PROPERLY CHECK THE BATTERY. THE EVIDENCE ALSO RAISES THE QUESTION OF PROPER RUNWAY IN USE AS THE WIND HAD CHANGED WITHOUT ANY CHANGE IN THE LANDING RUNWAY WAS CHANGED FOLLOWING THE ACCIDENT.

RECORDED BY

DATE

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

THE PILOT THOUGHT ELECTRICAL SYSTEM FAILED DUE TO FACT HE FAILED TO PUT GENERATOR IN AIR LINE "ON". CRANKED UNDERCARRIAGE DOWN AND MADE FLAPLESS LANDING BUT WAS FORCED TO GO AROUND AGAIN; GAS GAUGES INDICATING EMPTY DUE TO ELECTRICAL FAILURE, HE MADE SMALL CIRCUIT, CARRIED OUT PRECAUTIONARY LANDING, WAS UNABLE TO STOP, AND AIRCRAFT OVERSHOT RUNWAY HITTING PLOUGHED FIELD AT END OF RUNWAY AND OVERTURNED.

PRIMARY CAUSE:

1. OVERSHOT

~~Error in judgment on the part of the pilot in that he overshot the runway on landing.~~

Contributory:

~~Failure of electrician to check battery.~~

~~Note: Generators of a higher standard are being made as other are of~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~insufficient capacity. Aircraft hit rough ground and overturned.~~