

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
2 FTS						CAUSES OF ACCIDENTS							
UNIT (15 S.F.T.S.)		COM.		PLACE		DATE		TIME					
Claresholm		4		On top of Camp Hut.		1-5-42		1050					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT	
Crane ZA		FJ112		A				X		X			
NAME		RANK		No		DUTY		INJURIES		SERIOUS			
Atkinson B.		P/O		GB556359		P.		Seriously injured.		FATAL		INJURY	
Pahlman W.A.		Cpl.		R149857									
Mickleborough L.W.		Sgt.		GB1372678		Inst.		Slightly injured.				9	
Currie W.E.		Acl.		R1379679									
Cameron A.D.		Acl.		R1379680									
Hay H.A.		Acl.		R151780									
Robinson N.D.		Acl.		R250171									
MacMullin J.D.		Acl.		R250171									
Westo R.S.		Cpl.		R250171									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS	
Crane		FJ112		Totally								INST. NIGHT ON TYPE TOTAL LAST 6 MOS.	
Jacobs		11133/11134		Seriously		Sgt. Mickleborough		42 3		69 90			
						P.O. Atkinson		42 3					
SIGNAL No & DATE		UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE			
A-122 1-5-42													
NATURE OF ACCIDENT													

DUTY ON WHICH ENGAGED:

Mutual instruction practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 4-5-42

COMPOSITION:

Pres. S.L. N.M. Bayliss

No.31 EFTS. De Winton

Mem. F.L. H.M. Rae

No.15 SFTS. Claresholm

F.O. N.J. Thompson

No. 15 SFTS. "

RECOMMENDATIONS:

TRAINING COMMAND INSTRUCTION A.1.57 COVERS SINGLE ENGINE FLYING WITH A VIEW TO PREVENTING SUCH ACCIDENTS. HOWEVER, IT IS SUGGESTED THAT IT BE MADE COMPULSORY FOR F.I.S. STUDENTS TO PUT TEN HOURS ON TYPE OF AIRCRAFT IN USE BEFORE CARRYING PASSENGERS.

00C/R/ROC/PSF/A/E/ES/MS/PH/O

PRIMARY CAUSE:

~~Misuse of the port engine mixture control caused port engine to fail to respond when throttle was opened.~~

ACTION TAKEN:

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

Attention of all pilots drawn to the fact that engine failure must not be simulated by leaning out the mixture.

CONCLUSIONS OF A.I.B.

A/C CRASHED INTO BARRACK BLOCK, DUE TO PORT ENGINE FAILURE TO RESPOND WHEN PILOT ATTEMPTED TO GO AROUND AGAIN AFTER UNSUCCESSFUL LANDING. THE PORT ENGINE FAILED TO RESPOND WHEN THROTTLES OPENED DUE TO MISUSE OF PORT ENGINE MIXTURE CONTROL. Pilots must complete 4 hrs. dual and 4 hrs. solo before mutual instruction allowed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C crashed into a hut.~~

26. ENGINE TROUBLE,

ACCIDENT

(26)

RECORDED BY

DATE