

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																																																																				
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JU.		TECH.		DISOB.		NEG. NCE		INEXP. NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND. GEAR		FLOATS		FUSE. OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UNDTD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB. N. SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UNDTD		H. NDTD		H. PRIMARY		H. INDTD		H. WEATHER		H. DRKNS.		H. ALG. SURF.		H. OTHER		H. UNDTD		H. PRIMARY		H. TAXIING		H. LANDING		H. TAKE-OFF		H. FLIGHT		H. STATRY		H. FATAL		H. INJ.		H. 3RD.		H. 2ND		H. 1ST	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																					
CAUSES OF ACCIDENTS																																																																																																			
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE																																																																																									
11 S.F.T.S.				7 miles north and 1		11-5-42		1600		1700-8087																																																																																									
Yorkton, Sask.		# 2		mile west of Rhein, Sask.																																																																																															
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																							
Crane		8087		MAN				I		I																																																																																									
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																																																						
Martin, J.S.			F/Sgt		R60905		FI		Killed				FATAL		INJURY																																																																																				
Andrus, B.M.			LAC		R109444		PP		Killed				3																																																																																						
McCowan, J.C.			LAC		R106175		PP		Killed																																																																																										
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																							
Crane		8087		Total								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																	
Jacobs		P4721/21776		Total								39 100		342		1027		222																																																																																	
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SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																																																															
A-71 11-5-42																																																																																																			
NATURE OF ACCIDENT																																																																																																			

MISCELLANEOUS CAUSES
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 TAXIING
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 H. NDTD
 H. PRIMARY
 H. INDTD
 H. WEATHER
 H. DRKNS.
 H. ALG. SURF.
 H. OTHER
 H. UNDTD
 H. PRIMARY
 H. TAXIING
 H. LANDING
 H. TAKE-OFF
 H. FLIGHT
 H. STATRY
 H. FATAL
 H. INJ.
 H. 3RD.
 H. 2ND
 H. 1ST

DUTY ON WHICH ENGAGED:

Training. (INSTRUMENT FLYING)

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

RI70

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: Investigating Officer's Report

12-5-42

COMPOSITION:

F.L. E.W.C. Sharpe (C2797) No.2 T.C. Hdqd.,
R.C.A.F., Winnipeg.

RECOMMENDATIONS:

Extreme caution during the practising of unusual positions when giving instruction in instrument flying.

PRIMARY CAUSE:

~~The exact cause is obscure, but evidence indicated that the fabric on the port wing failed under stress and the pilot was unable to control the a/c. When this occurred is not definitely known.~~

ACTION TAKEN:

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

Safety precautions for instrument flying re-emphasized.

19. OUT OF CONTROL.

19

Note;- Investigation of the structural strength of this type of a/c is being actively pursued by A.M.A.E, Division.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft spun into ground.~~

Conclusions of A.I.B.

See file I700-8087

RECORDED BY

DATE

CHECKED BY

DATE