

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	19											
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	18											
TYPE OF ACCIDENT		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										MISCELL.		HAND Q.															
CAUSES OF ACCIDENTS																																											
UNIT		COM.		PLACE										DATE		TIME		H. Q. FILE		14-5-42		1520		1100-8686		13 (OT) Sqdn. Patricia Bay.		W.A.C.		Main Aerodrome													
A/C TYPE		Crane		No.		8686		CRASH CAT.		C21		SE		ME		DAY		NIGHT		x		x		NAME		RANK		No.		DUTY		INJURIES										SERIOUS	
Hodge, E.R.		P/O		J10249		PP		Uninjured										FATAL		INJURY		CARD SERIAL No.																					
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										STAGE OF FLIGHT																					
Crane		8686		Slight								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		FLIGHT		TAKE-OFF		FLIGHT		STAT BY		FATAL		INJ.		3rd.		5							
Jacobs		22053/8133		Slight								30		12		17		19		105		112		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT							
Jacobs		22052/8132		Slight																				FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT		FLIGHT							
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		A-771		15-5-42																													
NATURE OF ACCIDENT																																											

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT BY
 FATAL
 INJ.
 INJURY

HAND Q.
 PRIMARY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

Routine training.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

15-5-42 *20/1003*

COMPOSITION:

F/Lt. C. Scarr O2602 No. 122 Composite Sqdn. R.C.A.F. Station, Patricia Bay.

After a normal landing the port tire blew out causing the aircraft to run off the runway and collide with a piece of ditching machinery that was working on an adjacent runway which was under repair.

RECOMMENDATIONS:

That type of tire being supplied by aircraft manufacturer be immediately investigated as to quality and suitability as evidence secured indicates this is a frequent cause of similar accidents throughout the Service on Cessna Aircraft.

PRIMARY CAUSE:

~~The port tire blew out shortly after landing.~~

ACTION TAKEN:

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

Conclusions of A.I.B.

It is agreed that the accident was due to the port tire blowing out. But no evidence as to the distance and position of the ditch digger in relation to No.1 Runway. Such evidence might show inexperience on the part of the pilot on being unable to avoid the ditch digger.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft collided with a piece of ditching machinery.~~

TIRE BURST.

R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41

Note: Tire trouble on Crane A/C traced to excessive heat from brakes. Modification being introduced to provide better brake and wheel cooling.

CHECKED BY

DATE

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