

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		
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		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT <b>3 S.F.T.S. Calgary</b>				COM. <b>4</b>		PLACE <b>M.A.</b>										DATE <b>10-6-42</b>		TIME <b>0900</b>															
A/C TYPE <b>Crane</b>				No. <b>8708</b>		CRASH CAT. <b>C 14</b>		SE		ME		DAY		NIGHT																			
NAME <b>Pull K.A.</b>				RANK <b>LAC.</b>		NO. <b>1449872 P.P.</b>		DUTY <b>Uninjured.</b>				INJURIES				SERIOUS																	
												FATAL				INJURY																	
																CARD SERIAL NO.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL NO.	DATE	HOURS FLOWN BY PILOTS																								
<b>Crane</b>		<b>8708</b>		<b>Seriously</b>					INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																
<b>Jacobs</b>		<b>L4MB 22587-22589 Nil</b>							<b>10</b>		<b>3</b>		<b>6 ; 20</b>		<b>39 30</b>																		
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
<b>PH A-639 10-6-42</b>																																	
NATURE OF ACCIDENT																																	

CAUSES  
 MISCELLANEOUS  
 STAGE OF FLIGHT  
 UND'TD  
 PRIMARY  
 TAKEOFF  
 LANDING  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD  
 5

HAND Q.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXIING

UND'TD  
 PRIMARY  
 FUEL SYS.  
 COOL SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG STR.  
 AIRSCREW A.  
 ENG. CONTS.  
 MISCEL.

UND'TD  
 PRIMARY  
 FUEL SYS.  
 COOL SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG STR.  
 AIRSCREW A.  
 ENG. CONTS.  
 MISCEL.

UND'TD  
 PRIMARY  
 FUEL SYS.  
 COOL SYS.  
 IGNIT. SYS.  
 LUB'N SYS.  
 ENG STR.  
 AIRSCREW A.  
 ENG. CONTS.  
 MISCEL.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Day routine flying, training.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 10-6-42

R170 Investigating Officer's Report

While preparing for third take-off pilot noticed gas tender parked on tarmac, thinking he had sufficient clearance he looked to the stbd. side

COMPOSITION:

*TSC/PET/XOV*

F.O. A.W. Speed (J4332) No. 3 S.F.T.S. Calgary, Alta.

The port wing struck the refuelling tender causing the a/c to swing into a crash truck and become wedged between

RECOMMENDATIONS:

Nil

PRIMARY CAUSE: it and the Hanger.

Note: It is pointed out that disciplinary action was taken against the pilot but no mention of such action with regards to the tender driver. Allowance should be made for the pilot's lack of experience on this type of a/c and consideration given to the fact that the presence of the refuelling tender was a major contribution to the accident.

Carelessness while taxiing.

ACTION TAKEN:

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

Admonished and Log Book endorsed "Carelessness." Action has been taken to prevent casual parking of refuelling tenders on tarmac." Conclusions of A.I.B.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

This accident was caused by an error on the part of the pilot when he allowed the port wing to strike an obstruction while taxiing.

Port wing of Crane 8708 struck the refuelling tender.

RECORDED BY

DATE

CHECKED BY

DATE