

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
JUL	TECH.	DISOB.	INEX-NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PRIMARY	
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 12 S.F.T.S.		COM.		PLACE										DATE 11-6-42		TIME 1740															
Brendon, Manitoba # 2		# 2		Charter aerodrome										H.Q. FILE 1100-78-87																	
A/C Crane		No. 7887		CRASH CAT. A		SE		ME x		DAY		NIGHT																			
Crane		7745-D		C20				x		x																					
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																		
Polley, A.B. (7887)			P/O		J2159		FI		Killed				FATAL		INJURY																
Wilson, G.O. "			LAC		414330		PP		Killed				2		1																
Davis, W.H. (7745)			P/O		J10300		FI		Slightly injured				CARD SERIAL No.																		
Humby, J.H. "			LAC		414406		PP		Uninjured																						
Jones, B.R. "			LAC		414407		PP		Uninjured																						
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																						
Crane		7887		Total					INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.																
Jacobs 4635/21152		Total		A8P					19	84	97	295	97	383																	
Crane		7745		Serious					33	19	77	115	155	171																	
Jacobs 981/21208		Slight		WHD																											
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
CT-72		11-6-42																													
NATURE OF ACCIDENT																															
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

MISCELLANEOUS CAUSES

FLIGHT

HAND.O.
 INSTS.
 WEATHER
 DRKS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Circuits and landings.

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 12-6-42.

Both a/c approaching to land received a flare at about 300'. Lower A/C 7745 gained height more quickly and collided in mid air with Crane 7837, which veered to right, crashed on one wing tip and burned. Crane 7745 was able to effect a wheels up landing on aerodrome with little or no injury to occupants.

COMPOSITION:

F.L. E.W.C. Sharpe, (C2797) No. 2 Training Command
RCAF Winnipeg, Man.

~~PRIMARY CAUSE:~~

RECOMMENDATIONS: More care to be exercised on part of pilots especially while in circuit and during landing.

PRIMARY CAUSE

~~Pilots' failing to see each other on the approach, due possibly to concentrating too intently on instructing the pupils during landing.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER **NIL.**

21. COLLISIONS n/c.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft colliding at approximately 300 feet on approach to land.~~

CONCLUSIONS OF A.I.B.

WHILE AGREEING WITH THE FINDINGS AS TO THE CAUSE OF THE ACCIDENT, IT IS CONSIDERED THE ACCIDENT MIGHT HAVE BEEN AVOIDED BY MORE ALERT AERODROME TRAFFIC CONTROL. THE EVIDENCE DISCLOSES A LACK OF CONTROL AND PROPER UNDERSTANDING AT THE RELIEF AERODROME. THE AIRMAN AND LAC. CONTROLLING TRAFFIC ON THE AERODROME TESTIFIED THAT HE HAS BEEN CARRYING OUT SUCH DUTIES FOR 6 MONTHS AND TO WASH OUT FLYING THE SIGNAL WAS THE FIRING OF A RED FLARE, WHEREAS THE CHIEF INSTRUCTOR STATED THAT THE SIGNAL TO WASH OUT WAS THE FIRING OF A WHITE VERY LIGHT. WHY WAS THE SIGNAL NOT GIVEN SOONER?

CHECKED BY

DATE