

|                         |    |        |    |        |    |         |    |           |    |                 |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
|-------------------------|----|--------|----|--------|----|---------|----|-----------|----|-----------------|----|-----------|----|-------------|---------------------------------------|---------|----|---------|----|------------------|----|-------------|----|--------------|-----------------------------|-----------|----|------------|----|------------------|----|---------------|--|-----------------|-----------------------|---------------|--|---------|--|--------|--|---------|--|-----------|---------|-----------|--|-------------|--|------------|--|-----------|--|-------------|-------------|--------------|--|---------|--|--------|--|---------|--|--|
| 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 |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| JU.                     |    | TECH.  |    | DISOB. |    | NEG'VE  |    | 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. |  | UND'TD |  | PRIMARY |  | FUEL SYS. |         | COOL SYS. |  | IGNIT. SYS. |  | LUB'N SYS. |  | ENG. STR. |  | AIRSCREW A. |             | ENG. CONTRS. |  | MISCEL. |  | UND'TD |  | PRIMARY |  |  |
| PILOT                   |    |        |    |        |    |         |    |           |    | OTHERS          |    |           |    |             |                                       |         |    |         |    | AIRFRAME FAILURE |    |             |    |              |                             |           |    |            |    | ENGINE FAILURE   |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| CAUSES OF ACCIDENTS     |    |        |    |        |    |         |    |           |    |                 |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| UNIT <b>4 S.F.T.S.</b>  |    |        |    |        |    |         |    |           |    | COM. # <b>2</b> |    |           |    |             | PLACE <b>Main Aerodrome Saskatoon</b> |         |    |         |    |                  |    |             |    |              | DATE <b>22-7-42</b>         |           |    |            |    | TIME <b>0130</b> |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| Saskatoon, Sask.        |    |        |    |        |    |         |    |           |    | # <b>2</b>      |    |           |    |             | Main Aerodrome Saskatoon              |         |    |         |    |                  |    |             |    |              | H.Q. FILE <b>1100-78-71</b> |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| A/C TYPE <b>Crane I</b> |    |        |    |        |    |         |    |           |    | No. <b>7871</b> |    |           |    |             | CRASH CAT. <b>C 5</b>                 |         |    |         |    | SE <b>x</b>      |    |             |    |              | ME <b>x</b>                 |           |    |            |    | DAY              |    |               |  |                 | NIGHT <b>x</b>        |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| NAME                    |    |        |    |        |    |         |    |           |    | RANK            |    |           |    |             | NO.                                   |         |    |         |    | DUTY             |    |             |    |              | INJURIES                    |           |    |            |    |                  |    |               |  |                 | SERIOUS               |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| Motherwell, V.G.        |    |        |    |        |    |         |    |           |    | P/O             |    |           |    |             | J7920                                 |         |    |         |    | FI               |    |             |    |              | Uninjured                   |           |    |            |    |                  |    |               |  |                 | FATAL                 |               |  |         |  | INJURY |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| Currie, A.C.            |    |        |    |        |    |         |    |           |    | LAC             |    |           |    |             | R114976                               |         |    |         |    | PP               |    |             |    |              | Uninjured                   |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
|                         |    |        |    |        |    |         |    |           |    |                 |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 | CARD SERIAL NO.       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
|                         |    |        |    |        |    |         |    |           |    |                 |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| TYPE A/F & ENGINE       |    |        |    |        |    |         |    |           |    | No.             |    |           |    |             | EXTENT OF DAMAGE                      |         |    |         |    | REPORT FORM      |    |             |    |              | SERIAL No.                  |           |    |            |    | DATE             |    |               |  |                 | HOURS FLOWN BY PILOTS |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| Crane I                 |    |        |    |        |    |         |    |           |    | 7871            |    |           |    |             | Slight                                |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 | INST.                 |               |  |         |  | NIGHT  |  |         |  |           | ON TYPE |           |  |             |  | TOTAL      |  |           |  |             | LAST 6 MOS. |              |  |         |  |        |  |         |  |  |
| Jacobs                  |    |        |    |        |    |         |    |           |    | 8052/22257      |    |           |    |             | Nil                                   |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    | 28               |    |               |  |                 | 77                    |               |  |         |  | 131    |  |         |  |           | 369     |           |  |             |  | 192        |  |           |  |             | 416         |              |  |         |  |        |  |         |  |  |
| Jacobs                  |    |        |    |        |    |         |    |           |    | 8045/22264      |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 | 21                    |               |  |         |  | 4      |  |         |  |           | 27      |           |  |             |  | 35         |  |           |  |             | 69          |              |  |         |  | 12     |  |         |  |  |
| SIGNAL No. & DATE       |    |        |    |        |    |         |    |           |    | UNIT No. & DATE |    |           |    |             | COM. No. & DATE                       |         |    |         |    | REPORT           |    |             |    |              | FILE                        |           |    |            |    | DATE             |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| D 130                   |    |        |    |        |    |         |    |           |    | 22-7            |    |           |    |             |                                       |         |    |         |    |                  |    |             |    |              |                             |           |    |            |    |                  |    |               |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |
| 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           |    | HANDO. |    | INSTS. |    | WEATHER |    | DRKNS.    |    | AL'G SURF.      |    | OTHER     |    | UND'TD      |                                       | PRIMARY |    | TAXING  |    | LANDING          |    | FLIGHT      |    | STATRY       |                             | FATAL     |    | INJ.       |    | 3RD.             |    | INJURY        |  |                 |                       |               |  |         |  |        |  |         |  |           |         |           |  |             |  |            |  |           |  |             |             |              |  |         |  |        |  |         |  |  |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

Night flying instruction.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Axle broke on tractor proceeding towards stalled aircraft on field. Pilot of 7871 failed to see headlights and flashlight of ground crew and ran into tractor.

COMPOSITION:

*TCU/PT*

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Error of judgment on part of pilot.~~

*9. collisions*

ACTION TAKEN:

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

Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_