

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
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.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY
3	2	1	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT																			
PILOT		OTHERS		AIRFRAME FAILURE						ENGINE FAILURE																					
UNIT 10 S.F.T.S.		COM. 2		PLACE 2 1/2 miles W. Dauphin, Man.				DATE 24-7-42		TIME 0925		MISCELLANEOUS CAUSES HANDQ. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STRATY FATAL INJ. 3RD. 5A																			
Dauphin Man.		2		2 1/2 miles W. Dauphin, Man.				H.Q. FILE 1100-8008																							
A/C TYPE Crane		No. 3008		CRASH CAT. A		SE ME DAY NIGHT X X X																									
NAME			RANK		No.		INJURIES				SERIOUS																				
Bladon J.S.			P/O		J11016		F.I.				Killed.																				
Cabush G.H.			LAC.		R121935		PP				Killed.																				
											CARD SERIAL No. 2																				
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																						
Crane		3008		Totally					INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																
Jacobs		4561 P		"					47 32		22 6		12 22																		
		4560 S		"					20 32		22 32		72 12																		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
A-38		24-7-42																													
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

DUTY ON WHICH ENGAGED:

Bad weather flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 25-7-42.

COMPOSITION:

13 # / 11 / 11 / CN

A/C dove into ground and burned. The port wing began to disintegrate, the machine turned upside down and fell into a dive which continued to the ground.

S/L D.G. Price, C156

No. 1 C.N.S.

RECOMMENDATIONS:

It is recommended that action be taken at No. 10 S.F.T.S., to institute a better check on their methods of filling out L.14's unserviceability reports, and it is suggested that SGT. Staples be examined as to his capability of holding his present rank.

PRIMARY CAUSE:

~~Due to structural failure of the leading edge of the port wing due to structural failure.~~

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

Agree with the Findings.

9. Out of cockpit
(9)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

39. Structural Failure

~~May be that this machine had suffered some previous damage which had not been properly repaired.~~

(39)

RECORDED BY

DATE

CHECKED BY

DATE