

32 10 2 4 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	31 JU.	30 TECH.	29 DISOB.	28 INEXP/INCE	27 MISCEL.	26 INSTRUCT.	25 FLT. CONTR.	24 OTHERS.	23 PRIMARY	22 FL. CONTRS.	21 MOV. SURFS.	20 STAB. SURFS.	19 W. STRUTS	18 LAND GEAR	17 FLOATS	16 FUSE. OR HULL	15 TAIL SKID OR W.	14 ENGINE MOUNT	13 MISCEL.	12 UNDTD	11 PRIMARY	10 FUEL SYS.	9 COOL SYS.	8 IGNIT. SYS.	7 LUBIN SYS.	6 ENG. STR.	5 AIRSCREW A.	4 ENG. CONTRS.	3 MISCEL.	2 HAND Q.	1 PRIMARY
		PILOT			OTHERS			AIRFRAME FAILURE						ENGINE FAILURE																	
		CAUSES OF ACCIDENTS																													
		UNIT 3 S.F.T.S. Calgary, Alta				COM. # 4		PLACE Main Aerodrome				DATE 18-9-42		TIME 1415																	
		A/C TYPE Crane I				No. 7714		CRASH CAT. C 14				SE x		ME x		DAY x		NIGHT													
		NAME			RANK		No.		DUTY		INJURIES				SERIOUS																
		Evans, J.F.			LAC		655234		PP		Uninjured.				FATAL		INJURY														
																				CARD SERIAL No.											
																				✓											
		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																	
		Crane I		7714		Seriously								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
		Jacobs I		MB 862/21011 Nil.		861/21012 Nil.										DUAL SOLO		DUAL SOLO													
		SIGNAL No & DATE			UNIT No & DATE			COM. No. & DATE			REPORT		FILE		DATE																
		PHQ 603			19-9																										
		NATURE OF ACCIDENT																													
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																														

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Routine day exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On take-off aircraft swung off runway. Pilot closed throttle and attempted to bring back and ground looped. Undercarriage collapsed

DATE:

COMPOSITION:

*4/27/50*

RECOMMENDATIONS:

Insist that on tailwheel-locked A/C that the control column be held back to keep the tail wheel on the ground until the A/C has sufficient forward speed to ensure rudder control when the control column is eased forward.

PRIMARY CAUSE:

~~Error of judgment on the part of the pilot in that he failed to keep the A/C straight on take-off~~

ACTION TAKEN:

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

Log Book endorsed in accordance with C.A.P. 100

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Ground looped, U/C collapsed.~~

*U/C strain*

*(34)*

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

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