

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		COM.		PLACE										DATE		TIME															
2 F.I.S.														21-9-42		1145															
Vulcan, Alberta		# 4		15 miles N.E. Aerodrome										H.Q. FILE		1300-FJ-2831															
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Crane		FJ283		A		x		x																							
NAME			RANK		No.		INJURIES					SERIOUS																			
Loppi, R.J.			P/O		J12498		1P. Killed					FATAL INJURY																			
Vandre, A.M.			F/O		C3883		2P. Killed					2																			
Wells, W.K			P/O		J12573		Pass. Uninjured.					CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Crane		FJ283		Totally.								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Jacobs 13036/1A		Totally.										44 55		13 19		88 129															
LMB 13035/1A		Totally.										22 28		13 14		74 531															
SIGNAL No & DATE		UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT																			
A 5		21-9										FATAL INJ. 3rd.																			
NATURE OF ACCIDENT																															

CAUSES
 MISCELLANEOUS
 FLIGHT
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Mutual instrument flying instruction. OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 21-9-42.

Fabric stripped from port wing during shallow dive. Aircraft spiraled to ground and crashed. P/O Wells abandoned aircraft by parachute.

COMPOSITION:

S/L Simpson, J.A. (27210) No. 2 F.I.S. Vulcan
F/O Donmenworth, F.M. (C5356) No. 2 F.I.S. Vulcan.
F/O Bythell J.E. (J6284) No. 2 F.I.S. Vulcan.
F/L Paterson, R.M. (C5200) No. 15 S.F.T.S. Claresholm.

RECOMMENDATIONS:

The strongest possible emphasis should be placed upon necessity for observing A/C limitations. A strengthening modification such as is mentioned in A.F.R.O. 1437, para. 2, should be incorporated in Crane A/C as soon as is practicable.

PRIMARY CAUSE:

Failure of plywood in the leading edge of port wing. This failure resulted from a dive.

ACTION TAKEN:

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

BROUGHT TO THE ATTENTION OF ALL PILOT'S AGAIN, THAT CARE MUST BE TAKEN NOT TO EXCEED THE MAXIMUM PERMITTED SPEED WHILE FLYING CRANE AIRCRAFT.

CONCLUSIONS OF A.I.B.

That the leading edge of the port plane broke up whilst the pilot was executing unauthorized aerobatic. This accident was investigated by one of our inspectors and his report is to be found on accident report No. 36.

RECORDED BY

DATE

CHECKED BY

DATE

Misc. Technical
18

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C spiraled to ground and crashed.~~

Structural Failure
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