

61 60 59 58 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg	COM. 2	PLACE STEVENSON Airport v		DATE 6-1-43	TIME 1100		
	A/C TYPE FORT II		NO. 3612	CRASH CAT "D"2	H.Q. FILE 1100-36-12		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Beaudoin, J.R.U.		WO2	R54132	P	Uninj.	NO. DATE	
Laidley, J.A.		LAC	R203598	PP	Uninj.	M.A.68 6-1	
						D 14 (REVISED)	
						NO. CHECKED	
						1 ✓	
						#1	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Jacobs L6MB	1962/15777		INST.	NIGHT	ON TYPE		TOTAL
					SOLO	DUAL	SOLO DUAL
			25	12	340	6	1175 129

CATEGORY
TYPE OF UNIT
TYPE OF A/C
COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
INJURY 3RD
5
30
RAF
M N

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

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Wireless exercise.

NATURE OF ACCIDENT:

After landing, a/c swung slightly and left brake grabbed. Tail of a/c lifted and a 45 cross wind at 18 m.p.h. tipped a/c on its nose.

TECHNICAL OFFICER'S REPORT:

Examination of port brake after accident showed clearance around discs was uneven, varying from nil to .045 inches. Cause of this varying clearance found to be cracked.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

7/UBF/WWL

CLASSIFICATION:

~~33. Technical defect.~~

2. Swung

(2)

SECONDARY OR CONTRIBUTORY FACTORS:

32. ~~U/c defect~~

(35)

ACTION TAKEN:

Nil