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CASPIR Aircraft Accident Cards

Serial: 7984

Title: Cessna Crane Mk. I serial:7984 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-January-29. Cessna Crane s/n 7984. This accident involved 2 people. Bannerman ES, Hallisey WD

Keywords: RCAFCessna Crane ,7984,2 FIS,2 Flying Instructor School,Aerodrome,1943-January-29,Bannerman,HalliseyRCAF L20

Created: 1943-01-29

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000445#7984

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTS. 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. CONTS. MISCEL. UND'TD PRIMARY

HAND.Q. INSTS. WEATHER DRKNS. AL-G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY | MISCELLANEOUS CAUSES | STAGE OF FLIGHT

UNIT	COM.	PLACE	DATE	TIME
2 F.I.S. Vulcan, Alberta	# 4	Main Aerodrome	29-1-43	2350
			H.Q. FILE	1100-79-84

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Crane	7984	B		X		X

NAME	RANK	No.	DUTY	INJURIES	SERIOUS FATAL	SERIOUS INJURY
Hallisey, W.D. GB	F/O	112725	PP	Nil		
Bannerman, E.S.	P/O	J20999	2P	Nil		1

CARD SERIAL No.: 1

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Crane	7984	Serious			
Jacobs P	21994/4761	Slight			
S	22655/4699	Slight			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 209 30-1					

NATURE OF ACCIDENT

FATAL INJ. 3RD. INJURY

DUTY ON WHICH ENGAGED:

Night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Low cloud formed suddenly reducing ceiling to 200 feet forcing pilot to make low circuit and obscuring flare path at same time. Wind freshened up from zero to 15 miles per hour down wind to flare path. Pilot landed too far down runway and overturned.

DATE: D.14

COMPOSITION: L 0/P 20

RECOMMENDATIONS:

All pilots should be fully instructed in correct procedure under such circumstances.

PRIMARY CAUSE:

~~29. Overshooting runway.~~

1. Overshot (1)

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Sudden low cloud.~~

~~Freshening winds downwind~~ to landing path.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41