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|-------------|-------|---------|------------------|----------------|---------------------|--------------|-----------|----------------------|-----------------------------|----------|----------------------|----------------|----------|----------------|----|------|-------|-------|----------------|------|------|-----|------|----------|---------|-------|--------|----------------------|-------------------|----------|-------------------------|-------------|------------|------|-------|-------|---------|-------|------------|-------------------|-----------------|-----------------|--------|------|------|----------|--------------------|-----------------|---------------|---------|--------|---------|--------|------------|-------|-------|---------|-------|---------|-------------|------------|-----------|------------|-------------|-----------|-----------|---------|-------|---------|---------------|--------------|-----------------|--------------|--------|------------|-----------|--------------|-------------|------------|---------|--------|-------------|-----------|---------|-----------|---------|--------|-------|-----|----|----|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|
| TYPE OF A/C | PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE | CAUSES OF ACCIDENTS | DATE 12-2-47 | TIME 1000 | H.Q. FILE 1100-78-66 | UNIT 12 S.F.T.S. Brandon | COM. # 2 | PLACE Main aerodrome | A/C TYPE Crane | No. 7866 | CRASH CAT. C 2 | SE | ME x | DAY x | NIGHT | TYPE OF ENGINE | NAME | RANK | No. | DUTY | INJURIES | SERIOUS | FATAL | INJURY | CARD SERIAL NO. X | TYPE A/F & ENGINE | No. 7866 | EXTENT OF DAMAGE Slight | REPORT FORM | SERIAL No. | DATE | INST. | NIGHT | ON TYPE | TOTAL | LAST 6 MOS | SIGNAL No. & DATE | UNIT No. & DATE | COM. No. & DATE | REPORT | FILE | DATE | CATEGORY | NATURE OF ACCIDENT | STAGE OF FLIGHT | MISCELLANEOUS | HAND Q. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UNDTD | PRIMARY | UNDTD | MISCEL. | ENG. CONTS. | AIRCREW A. | ENG. STR. | LUB'N SYS. | IGNIT. SYS. | COOL SYS. | FUEL SYS. | PRIMARY | UNDTD | MISCEL. | ENGINE MOUNT. | ENGINE OR W. | TAIL SKID OR W. | FUSE OR HULL | FLOATS | LAND. GEAR | W. STRUTS | STAB. SURFS. | MOV. SURFS. | FL. CONTS. | PRIMARY | OTHERS | FLT. CONTR. | INSTRUCT. | MISCEL. | INEXP NCE | NEG NCE | DISOB. | TECH. | JU. | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 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 |
| | UNDTD | PRIMARY | UNDTD | MISCEL. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Instrument instructions.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

A/C levelled off too high pilot opened throttles and stbd wing dropped allowing u/c to hit ground.

COMPOSITION:

411/PSH

D-14

RECOMMENDATIONS:

Markers parallel to landing path to assist judging of height on snow-covered field under conditions of poor visibility would help to eliminate this type of accident.

PRIMARY CAUSE:

~~39. Flattening out too soon.~~

4. Heavy

ACTION TAKEN:

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

Log book endorsed "Error in Judgment".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot's error.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____