

ACCIDENT CLASSIFICATION

UNIT 4 W.S.F.S.		COM.	PLACE	DATE 7.7.43	TIME 0145
Burtch, Brantford		1	M.A.	H.Q. FILE 1100-33-78	
A/C TYPE	Yale	No.	3390	CRASH CAT.	C.2
S.E.	X	M.E.		DAY	NIGHT
					X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
McWilliams, J.A.	FO	J9458	FI	Nil	No.	DATE
Skinner, S.	WO1	R64777	PP	Nil	A691	7.7
Reilly, J.	AC1	R211016	Driver	Transport Nil	D 14 (REVISED)	
Hollands, W.C.	LAC	R99949	AFM	Slight	No.	CHECKED
					No. 1	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS				
R975-E3	15078/18645	C.2	ON TYPE		TOTAL	
			INST.	NIGHT	SOLO	DUAL
			51	76	134	1
			63	109	25	6
					982	117
					913	102

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

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

- 1
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- 30
- RAF
- M

PURPOSE OF FLIGHT:

Check-out night flying.

NATURE OF ACCIDENT:

A/C was serviceable on take off. Navigation lights and identification were all working. During circuit, lights failed and pilot signalled for permission to land by means of a flash light. On receiving permission from control officer he proceeded to complete circuit and land. After running $\frac{3}{4}$ the length of flare path stbd. wing tip struck tractor parked in darkness on edge of runway causing A/C to ground loop off runway to right.

CLASSIFICATION:

41. Hitting obstructions.

6. collisions

SECONDARY OR CONTRIBUTORY FACTORS:

17. Disobedience of standing orders.

24. Carelessness

41. Disobedience of 41

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

Orders.

TECHNICAL OFFICER'S REPORT:

Fuse of voltage regulator was burned out. It is assumed failure was caused by night flying during first part of night with generator main line switch on off position thus running down battery.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

Night flying programme hastily prepared in order to get pilots categorized for night flying.

1. F/O Henderson in ordering tractor on to aerodrome without obstruction light.
2. F/S Kaufman in allowing tractor to proceed without obstruction light.
3. F/O McWilliams in not placing A/C unserviceable in knowing that lights of the A/C were uncertain.

SUMMARY No.

CONCLUSIONS OF A.I.B.

Lack of care all round in this case.

Remarks of A.M.T. - Considered due to gross carelessness and disobedience of orders. Officer i/c night flying failed to exercise any supervision and

ACTION TAKEN: disregarded T.I. T.2/50.