

61 ( ) 60 ( ) 59 ( ) 58 ( ) 57 ( ) 56 ( ) 55 ( ) 54 ( ) 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 <b>4 S.F.T.S. Saskatoon</b>	COM. <b>2</b>	PLACE <b>M.A.</b>	DATE <b>19-9-43</b>		TIME <b>2220</b>			
			H.Q. FILE <b>1100-78-2</b>					
A/C TYPE <b>CRANE I</b>	NO. <b>7802</b>	CRASH CAT. <b>"C"1</b>	S.E.	M.E. <b>x</b>	DAY	NIGHT <b>x</b>		
PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>Gaudry, E.P.</b>	<b>LAC</b>	<b>R181916</b>	<b>PP</b>	<b>Uninj.</b>		NO. <b>D.102</b>		
						DATE <b>20-9</b>		
						D 14 (REVISED)		
						NO. <b>3</b>		
						CHECKED <input checked="" type="checkbox"/>		
						<b>#12</b>		
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Jacobs L4MB</b>	<b>21482/4283</b>	<b>Nil</b>	INST.	NIGHT	ON TYPE		TOTAL	
	<b>21483/4284</b>	<b>Nil</b>			SOLO	DUAL	SOLO	DUAL
			<b>21</b>	<b>16</b>	<b>16</b>	<b>40</b>	<b>63</b>	<b>88</b>

COMMAND

MONTH

STAGE OF FLIGHT

4 ( )  
2 ( )  
1 ( )  
7 ( )  
4 ( )  
2 ( )  
1 ( )  
1 ( )  
FORCED LANDING ( )  
TAXYING ( )  
LANDING ( )  
TAKE-OFF ( )  
FLIGHT ( )  
STATRY ( )  
FATAL ( )  
INJ. ( )  
3rd ( )  
5 ( )  
2 ( )  
RAF ( )  
M 2 ( )

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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 ( )

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Solo ~~night~~ flying practice.

NATURE OF ACCIDENT:

Climbed to 5000' A.S.L. and did a check. When the master switch was moved to the Off position the lights came on feebly. Rejoined circuit and did check on down wind leg but lights from lower identification lights was not sufficient for him to see if u/c was down. Made no attempt to wind u/c down by hand. A/C landed with wheels retracted.

CLASSIFICATION:

~~34. Wheels up landing.~~

17. Forced Landing 17

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

~~32. Pilot error~~

32. w/c Drill - In Air 32

TECHNICAL OFFICER'S REPORT:

Check of u/c warning horn switch actuating arm revealed that an insulated electrical wire was touching the actuating arm and prevented the warning switch contacts from closing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

The radio was left on after test flight which discharged the battery that it failed to raise u/c sufficiently. The stalled u/c motor completely discharged the battery.

SUMMARY No.

ACTION TAKEN:

Log book endorsed "Negligence" and 14 days C.B.