

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

ACCIDENT CLASSIFICATION

UNIT 4 S.F.T.S. Saskatoon		COM. 2	PLACE M.A.		DATE 12-11-43	TIME 1200			
A/C TYPE CRANE I		No. 8082	CRASH CAT. "D" I	S.E.	M.E. X	DAY X NIGHT			
PERSONNEL Shafer, R.J.		RANK LAC	NUMBER R203917	DUTY PP	INJURIES Uninj.				
					SIGNAL				
					No. D138	DATE 12-11			
					D 14 (REVISED)				
					No. 1	CHECKED <input checked="" type="checkbox"/>			
					#5				
ENGINE Jacobs LAMB		ENGINE NUMBER (S) 21188/4042 Nil 21198/4048 Nil		HOURS FLOWN BY PILOTS					
				INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				11	5	2	12	27	52

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STRATRY
FATAL
INJ
3RD
5
X

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ACCIDENT CLASSIFICATION

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 RAF M X

PURPOSE OF FLIGHT:

Solo practice.

NATURE OF ACCIDENT:

Generator fuse burned out and battery went dead. U/C warning device failed and on visual inspection pilot thought the u/c was fully down. After landing the a/c settled sufficiently to permit both props to strike the ground.

TECHNICAL OFFICER'S REPORT:

Generator fuse burned out throwing extra load on battery. Battery was discharged to a point where it would not completely lower u/c.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

1 cc of C.D. 10/10/40

Both students and instructors being warned in an effort to impress them with fact that the Crane electrical system is temperamental and student did nothing about replacing the fuse. Importance of using mechanical crank when electrical system fails being stressed.

CLASSIFICATION:

~~33. Technical defect.~~

18 Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed "Inexperience."