

ACCIDENT CLASSIFICATION

UNIT # 3 S.E.T.S. Calgary, Alta.		COM. 2	PLACE M.A.	DATE 15-12-44	TIME 1915
A/C TYPE CRANE I		NO. 8103	CRASH CAT. "D"	S.E.	M.E. x
				DAY	NIGHT x
				H.O. FILE # 1100-81003	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
McGibbon, J.C.	F/O	J24149	FI	N11	Lettergram	16-12
Bond, F.G.	F/O	J24376	2nd P	N11		
Gillis, W.W.	P/O	J44901	OC	N11		

D 14 (REVISED)	CHECKED
2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
Jacobs LMB	21167/4023	N11						
	21044/907	N11						
					DUAL	SOLO	DUAL	SOLO
			108	145	128	1127	182	1194
			100	170	109	2299	166	1340
			52	34	283x	243	181	281

COMMAND MONTH STAGE OF FLIGHT

2 4 7 1 2 4 1 1 2 4 1 1 2 4 5 3rd 5

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
INJ. INJ. INJ.

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PURPOSE OF FLIGHT:

Night check out of Flying Instructor.

TECHNICAL OFFICER'S REPORT:

Possibility that bolts were partially sheared in previous heavy landing.

NATURE OF ACCIDENT:

Demonstrating landing, bounced about 5' on initial touch down. Good recovery made and normal landing effected. U/C bore the weight about 100 yds., then port u/c folded up and port wing dropped. Swerve to port developed and right brake used to bring a/c to stop. No moon. Visibility C.A.V.U.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LH/PSHL/USH

CLASSIFICATION:

4. Heavy.

SECONDARY OR CONTRIBUTORY FACTORS:

34. U/C strain.

ACTION TAKEN:

Nil. Damage caused from previous heavy landing. This pilot one of most reliable at Unit.