

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

UNB S. F. T. S. RCAF COM 2 Calgary, Alta.		PLACE 3 mls. W, 1 1/2 mls. S. Crossfield, Alta.		DATE 2-3-45	TIME 8345		
A/C TYPE CRANE I		NO. 7977	CRASH CAT. "A"	S.E.	M.E. X	DAY	NIGHT X
				H.Q. FILE 1700-7977			

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HAGLUND, V.A.	Cpl.	R79798	P.	KILLED	No. A.6	DATE 3-3
					D 14 (REVISED)	
					No. 1	CHECKED <input checked="" type="checkbox"/>
					1	

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAKING OFF
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
INJURY

TYPE OF A/C

TYPE OF UNIT

CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
Jacobs	P.22111/4962	Totally		DUAL	SOLO	DUAL	SOLO	
LAMB	S.21026/875	Totally	23	13	61	34	109	66

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 31 32

PURPOSE OF FLIGHT:

Solo Cross Country Night Flying.

NATURE OF ACCIDENT:

Full moon. Visibility 15 miles. Pilot detailed to carry out solo navigation cross country. A/C crashed in vicinity of Crossfield, Alberta, at approx. 2355 hrs. and burned. Cause unknown.

Cont'd:- (c) Notch effect at toe of welds, resulting from improper welding. The cause of accident therefore appears to have been structural failure breakage of elevator walking beam

CLASSIFICATION: causing loss of control
20. ~~Flight~~ ground. of a/c)

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

10C/AOC/ATD

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2575

CAUSE: Failure to maintain or recover equilibrium by instruments at night.

CONCLUSIONS OF A.I.B.: NOTE: Broken elevator walking beam was examined by Ore Dressing and Metallurgical Labs., whose conclusions were summarized as follows.

1. Failed tubing was manufactured from SAE X4130 steel satisfactorily complies with the U.W. Army Navy specifications regarding both chemical content and mechanical properties. 2. Hardness tests made on the tubing adjacent to the failure failed to disclose undue brittleness which would result in failure by impact. 3. It is thought that failure resulted because of low fatigue strength. Factors notes which might have contributed to this condition are as follows:- (A) Partially spheroidized condition of the tubing. (b) Decarburization.

ACTION TAKEN: