

CASPIR Aircraft Accident Cards

Serial: 1407

Title: Beechcraft Expeditor Mk. 3T serial:1407 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-April-12. Beechcraft Expeditor II s/n 1407. This accident involved 7 people. Atkinson HH, Bell JR, Currie DR, Deane RE, Douglas F, Downie FD, Guthrie KM

Keywords: RCAF Beechcraft Expeditor II, 1407, 2, 2 COMM FLIGHT, Aerodrome, 1945-April-12, Atkinson, Bell, Currie, Deane, Douglas, Downie, Guthrie RCAF L20

Created: 1945-04-12

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000565#1407>

ACCIDENT CLASSIFICATION

UNIT 2 Comm. Flt. Winnipeg, Man.	COM. 2	PLACE Kapuskasging Aerodrome	DATE 12-4-45	TIME 1215 EDT
A/C TYPE EXPEDITOR II			H.O. FILE 1100-14-07	
NO. 1407		CRASH CAT. "A"	S.E.	M.E.
			DAY	NIGHT
			X	X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
DOWNIE, F.D.	F/L	J13358	B.	Uninj.	A.45	12-4
BELL, J.R., CAN.	F/L	J20545	2P.	Uninj.		
GUTHRIE, K.M.,	A/V/M	C74	Pass	Uninj.	D 14 (REVISED)	
ATKINSON, H.H.,	G/C	C966	Pass	Uninj.	NO.	CHECKED
DOUGLAS, F.,	Fl/O	V30021	Pass	Uninj.	1	
DEANE, R.E.,	F/O	C26572	Pass	Uninj.		
CURRIE, D.R.,	Cpl.	R61906	O.C.	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P. & W.	S.24557/P226979	Slightly					
Wasp Jr.	P.24558/P226925						
R985		64	225	7	237	103	1481
		78	133	24	118	165	1535

ACCIDENT CLASSIFICATION

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATIONARY
- FATAL
- INJ.
- INJURY 3RD
- INJURY 5
- RAT
- M 2

PURPOSE OF FLIGHT:

Communication Flight from Ottawa to Winnipeg.

NATURE OF ACCIDENT:

Swing on landing caused by approx. 65° cross wind of approx. 30 m.p.h. with strong gusts.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

LS/WWC/WWG ←

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2548

CAUSE: Swing on landing with contributory factors - strong cross winds 20-30 mph and gusts up to 40 mph³. Due to the oscillating of the wind it is quite possible that at the actual moment of tail touching down the wind could have been coming from almost west. The Investigating Officer exonerates the pilot from any blame for the accident.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.B.: Agree with findings.

NOTE 1: On the evidence adduced it would appear that improper advice was given the a/c at Kapuskasing but as no opportunity was given for rebuttal and clarification this Branch is hesitant in placing blame on any one person at Kapuskasing airport.

ACTION TAKEN:

Nil