

TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT									
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		MISCELLANEOUS		MISCELLANEOUS							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		MISCELLANEOUS							
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.			
15 S.F.T.S. Claresholm, Alta. #4				Forced landing field.				30-3-42		1045		1700-86-96									
Cessna Crane		8696		NIL						x		x									
Jones, D.L.G. McAlpine, R.S.		F/Lt. LAC		PA P.P.		Uninjured															
Crane		8696		Nil																	
Jacobs		P8153		Nil		LAC		McAlpine		27		28									
		S8152								31		49									
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE											
NATURE OF ACCIDENT																					

*Accident*  
*Incident Only*

CAUSES

STAGE OF FLIGHT

- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- UNDT
- PRIMARY
- HANDO.
- INSTS.
- WEATHER
- DRKNS.
- AL'G SURF.
- OTHER
- UNDT
- PRIMARY
- TRAYING
- LANDING
- TAKE-OFF
- FLIGHT
- STRATY
- FATAL
- INJ.
- SRD.
- 5
- 4
- 3
- 2
- 1

- 32
- 31
- 30
- 29
- 28
- 27
- 26
- 25
- 24
- 23
- 22
- 21
- 20
- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- JU.
- TECH.
- DISOB.
- NEG-NGE
- INEXP-NGE
- MISCEL.
- INSTRUCT.
- FLT. CONTR.
- OTHERS
- PRIMARY
- FL. CONTS.
- MOV. SURFS.
- STAB. SURFS.
- W. STRUTS.
- LAND GEAR.
- FLOATS
- FUSE. OR HULL
- TAIL SKID OR W.
- ENGINE MOUNT.
- MISCEL.
- UNDT
- PRIMARY
- FUEL SYS.
- COOL. SYS.
- IGNIT. SYS.
- LUB'N SYS.
- ENG. STR.
- AIRSCREW A.
- ENG CONTS.
- MISCEL.
- UNDT
- PRIMARY

DUTY ON WHICH ENGAGED:

Wings test flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 30-3-42

COMPOSITION:

Pilot approaching landing field had to pass over telephone wires 10 ft. high. Pupil did not notice the wires until a/c was just over them. Examiner took over but wheel caught in the wires. A/c was landed in forced landing field.

F.O. Marshall, J.C.

No. 15 S.F.T.S. Claresholm, Al. A.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Error in judgment on the part of F/Lt. Jones in allowing a/c to descend to an altitude below the height of his foremost obstacle.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

Conclusion of A.I.B.

TAIL WHEEL OF AIRCRAFT STRUCK AND BROKE TELEPHONE WIRE DUE TO THE FAILURE OF PUPIL ON WINGS-TEST TO NOTICE THE SAID OBSTACLE. THE EXAMINER MADE AN ERROR IN JUDGMENT IN ALLOWING THE PUPIL TO DESCEND BELOW THE HEIGHT OF HIS HIGHEST OBSTACLE.

PARAS. (V) AND (VI) ON PAGE 9 OF THE REPORT SHOWS CARELESSNESS IN PREPARATION IN THAT THE PARTICULARS THEREIN SET OUT ARE NOT THE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Tail wheel of the aircraft struck the telephone wire causing it to break.

ESTABLISHED FACTS.

RECORDED BY

DATE

CHECKED BY

DATE