

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
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT # 3 S.F.T.S.		COM.		PLACE		DATE 2-2-41		TIME 1010																							
Calgary, Alta.		4		Aerodrome, # 3 S.F.T.S.		H.Q. FILE 1100-61-5																									
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Anson		9953 D		C		I		I																							
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Gordon, C.W.				F/L		C394		P.		Uninjured				FATAL INJURY																	
Gately, R.L.				LAC		R67761		Pass		Uninjured																					
														CARD SERIAL No.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Anson		9953		Slight		D.14				4-2-41		INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
Cheetah KX 10189		nil																													
Cheetah IX 10190		nil																													
SIGNAL No & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE											
52				2-2-41				A.121				2-2-41																			
NATURE OF ACCIDENT																															

UND'TD
 PRIMARY
 HANDO.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXYING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD. S.

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

FLYING TRAINING.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

MULT

USE ✓

COMMANDING OFFICER'S REPORT.

TCA/PCT/WWG
MA/XA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 4-2-41

COMPOSITION:

W/C A.D. ROSS.

RECOMMENDATIONS:

RECOMMENDATIONS HAVE BEEN MADE TO CHANGE THE DESIGN OF THE BRAKES AND REPLACEMENT OF THE BRAKE SHOES AT MORE FREQUENT INTERVALS. MAINTENANCE HAVE BEEN UNABLE TO SECURE AN ADEQUATE SUPPLY OF BRAKE SHOES.

ACTION TAKEN:

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

AIRCRAFT IN CHARGE OF INSTRUCTOR WAS TAXIING ALONG TARMAC AND TO AVOID COLLISION WITH A TRACTOR, THE PILOT CLOSED THROTTLE AND APPLIED FULL LEFT BRAKE, THE A/C CONTINUED ROLLING WITH SWITCHES CUT AND STRUCK WITH ITS STARBOARD WING TIP THE REVOLVING PROPELLOR OF THE PORT ENGINE OF A PARKED AIRCRAFT.

PRIMARY CAUSE:

DUE TO A COMBINATION OF THE GUSTY WIND AT AN ANGLE TO THE TARMAC. THE CONDITION OF THE BRAKES, AND A POSSIBILITY OF MISJUDGMENT ON THE PART OF THE PILOT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE