

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 # 4 S.F.T.S.		COM. 2		PLACE # 1 runway of aerodrome										DATE 29-3-41		TIME 11:15																	
Saskatoon, Sask.		2		# 1 runway of aerodrome										H.Q. FILE 1100-76-63																			
A/C TYPE Crane		No. 7663		CRASH CAT. C.		SE		ME X		DAY X		NIGHT																					
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
Shannon, C.P.				Sgt.		R57918		P.		Uninjured				FATAL INJURY																			
Paquin, A.M.				ACL		R58875		Pass		uninjured																							
Elliott, W.G.				Cpl.		R73343		Pass		Uninjured																							
														CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Crane		7663		Serious		D14						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
												DUAL SOLO		DUAL SOLO																			
												50 72		78 200																			
Jacobs		Nil																															
Jacobs		Nil																															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
NATURE OF ACCIDENT																																	

MISCELLANEOUS CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UN'DTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ. 3RD.

DUTY ON WHICH ENGAGED:

Landing Practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft swerved and pilot was slow to apply corrective measures. Aircraft commenced to ground loop, hitting soft snow along edge of runway. Undercarriage sheared off.

PRIMARY CAUSE:

An error in judgment on part of the pilot in that he did not apply corrective measures immediately the aircraft started to swerve.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Soft snow along edge of runway accentuated the ground loop.

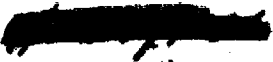
COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

DATE: 31-3-41

COMPOSITION: A.D. Bell-Irving Gr. C.

 LS/PSS/USS

RECOMMENDATIONS: 1. A steerable tail wheel on Crane aircraft might correct the tendency of these aircrafts to ground loop. 2. The hydraulic system on the brakes be improved so that it is not necessary to pump the brake pedals to obtain hydraulic pressure prior to landing or any other time. 3. The brake pedals be installed in a more vertical position.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Endorsement of pilot's log book.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____