

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																														
TECH.		DISOB.		NEG'NCE		INEXP'NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTRS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND GEAR		FLOATS		FUSE. OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UND/TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND/TD		PRIMARY	
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																															
CAUSES OF ACCIDENTS																																																													
UNIT # 4 S.F.T.S.										COM. 2					PLACE Aerodrome, Saskatoon.										DATE 29-3-41					TIME 1330																															
Saskatchewan.										No. 7682					CRASH CAT. C.3					SE		ME X			DAY X			NIGHT																																	
A/C TYPE Crane										No. 7682					CRASH CAT. C.3					SE		ME X			DAY X			NIGHT																																	
NAME										RANK			NO.			DUTY			INJURIES										SERIOUS																																
Dawson, D.W.C.										E/O			C2359			P			Uninjured										FATAL		INJURY																														
Strutt, G.T.										LAC			78&2			PP			Uninjured										FATAL		INJURY																														
																										CARD SERIAL NO.																																			
TYPE A/F & ENGINE										No.			EXTENT OF DAMAGE			REPORT FORM		SERIAL NO.		DATE		HOURS FLOWN BY PILOTS																																							
Crane										7682			Slight									INST.		NIGHT		ON TYPE			TOTAL			LAST 6 MOS.																													
Jacobs																								DUAL			SOLO																																		
Jacobs																								DUAL			SOLO																																		
SIGNAL NO & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																				
413					29-3-41					E.2&7 29-3-41																																																			
NATURE OF ACCIDENT																																																													

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND.O.

INSTS.

WEATHER

DRKNS.

ALG SURF.

OTHER

UND/TD

PRIMARY

TAKING

LANDING

TAKE-OFF

FLIGHT

STAT'RY

FATAL

INI.

3RD.

RAF

DUTY ON WHICH ENGAGED: Dual instruction. COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report .

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

30-3-41

Ground loop on landing, running off runway into snow and mud.

COMPOSITION: Group Captain A.D. Bell-Irving.

The aircraft swerved to the right and the student overcorrected and the aircraft swerved to the

L 5 / PS 5/2

RECOMMENDATIONS: Cranes have a tendency to ground loop

if corrective action is not taken immediately any swerving is noticed. It is suggested that

a steerable tail wheel might prevent this tendency. The brakes on a Crane are not

considered ideal. The brake pedals should be installed in a more vertical position and the

~~PRIMAKKANSE~~ way. This accentuated the severity of the ground loop and sheared off one wheel and strained the other oleo leg.

ACTION TAKEN: hydraulic system improved so that it is/

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

not necessary to pump the brakes prior to landing or at any other time.

Primary Cause: The student overcorrected for the first swerve after touching down. The instructor was a trifle slow in taking over control.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The port wheel struck the soft snow at the edge of the runway at the commencement of the loop, and this accentuated the severity of the loop.

RECORDED BY

DATE

CHECKED BY

DATE