

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							
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																							
CAUSES OF ACCIDENTS																																					
UNIT # 4 S.F.T.S. Saskatoon, Sask.										COM. 20		PLACE Main Aerodrome										DATE 20-4-41		TIME 14:50													
A/C TYPE Crane										No. 7714		CRASH CAT. C		SE		ME X		DAY X		NIGHT																	
NAME Fairbridge N.										RANK LAC		No. 400465		DUTY P		INJURIES Uninjured.																					
																		SERIOUS FATAL INJURY																			
																		CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																									
Crane		7714		Serious		D14				21-4-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																			
Jacobs		967		Nil										10 2		39 27		66																			
Jacobs		966		Nil																																	
SIGNAL No. & DATE				UNIT No. & DATE				COM. No & DATE				REPORT				FILE				DATE																	
NATURE OF ACCIDENT																																					

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT
 UNINJURED
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Commanding Officers Report.

DATE:

21-4-41

COMPOSITION:

09/PPS/USS
Group Captain A.D. Bell-Irving.

RECOMMENDATIONS:

After Aircraft had run forward a short distance, pilot was opening both throttles when aircraft developed a very strong left swing. Both throttles were immediately closed but aircraft continued to swing and ground -loop which collapsed u/c.

Recommend incorporation of a stronger spring on rudder pedal linkage which would require greater pressure to be applied by the feet in order to produce breaking effect. This would prevent students from riding the brakes.

PRIMARY CAUSE:

Probably seizure of left landing wheel brake, and failure of tail wheel lock to engage.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft swung on ground before take-off.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____