

TECH. 31 DISOB. 30 NEG/NC 29 INEXP/NC 28 MISCEL. 27 INSTRUCT. 26 FLT. CONTR. 25 OTHERS 24 PRIMARY 23 FL. CONTRS. 22 MOV. SURFS. 21 STAB. SURFS. 20 W. STRUTS. 19 LAND. GEAR 18 FLOATS 17 FUSE OR HULL 16 TAIL SKID OR W. 15 ENGINE MOUNT. 14 MISCEL. 13 UND/TD 12 PRIMARY 11 FUEL SYS. 10 COOL SYS. 9 IGNIT. SYS. 8 LUB'N SYS. 7 ENG. STR. 6 AIRSCREW A. 5 ENG. CONTRS. 4 MISCEL. 3 UND/TD 2 PRIMARY 1		PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE			
TYPE OF A/C UNIT # 4 S.F.T.S. Saskatoon Sask.		COM. 2 PLACE 6 Miles South of Shellbrook		DATE 1-7-41 TIME 22:00 H.Q. FILE	
A/C TYPE Crane		No. 7664 CRASH CAT. A		SE ME DAY NIGHT x x	
TYPE OF ENGINE NAME Ray F.B. Kugelmass J.		RANK NO. DUTY SGT R61620 FI LAC R77268 PP		INJURIES Killed Killed	
				SERIOUS FATAL INJURY 2	
				CARD SERIAL NO.	
TYPE A/F & ENGINE Crane		No. 7664 Jacobs (S) 21014 Jacobs (P) 21013		EXTENT OF DAMAGE Totally	
				REPORT FORM SERIAL No. DATE	
				HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE TOTAL LAST 6 MOS. DUAL SOLO DUAL SOLO	
SIGNAL No. & DATE		UNIT No. & DATE D147 2-7-41		COM. No. & DATE REPORT FILE DATE	
NATURE OF ACCIDENT					
CATEGORY 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		CAUSES MISCELLANEOUS UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STAIRY FATAL INJ. 3RD. INJ.		STAGE OF FLIGHT HAND.O. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND/TD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STAIRY FATAL INJ. 3RD. INJ.	

DUTY ON WHICH ENGAGED:

Instrument flying and map reading.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Enquiry

INK

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 3RD, JULY, 1941.

THE AIRCRAFT WAS FLYING NORMALLY BETWEEN 5 AND 6 THOUSAND FEET WHEN WITHOUT ANY APPARENT ATTEMPT AT RECOVERY, IT DROVE STRAIGHT TO THE GROUND.

COMPOSITION:

President	S/L	Harkness, H.	(RAF29208)
Member	F/O	Sharpe, E.W.C.	(C2797)
Member	P/O	McGill, E.R.	(J4249)

RECOMMENDATIONS:

- (a) That a breaking test be applied to elevator hinges to establish whether or not the pilot by quick application of elevator at maximum permissible speed can break these hinges.
- (b) That a test be applied to the main plane fabric to establish whether or not at permissible maximum speed there is a sufficient margin of safety before the fabric will tear or become separated from the ribs and plywood base.
- (c) That further attention of all pilots be directed to limitations placed on Cessna aircraft with respect to speed, and to the prohibition on aerobatics.

PRIMARY CAUSE:

Structural failure in the air due to excessive strain.

Note: It is not known whether or not the strain was put on the aircraft intentionally.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft dove into ground.

RECORDED BY

DATE

CHECKED BY

DATE