

## CASPIR Aircraft Accident Cards

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**Serial:** 7664

**Title:** Cessna Crane Mk. I serial:7664 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1941-July-01. Cessna Crane s/n 7664. This accident involved 2 people. Kugelmass J, Ray FB This accident had 2 fatalities. Leading Aircraftman Jack Kugelmass RCAF Killed in Flying Accident service no:R/77268 Crane 7664, Sergeant Frederick Byron Ray RCAF Killed in Flying Accident service no:R/61620 Crane 7664

**Keywords:** RCAF Cessna Crane ,7664,4 SFTS,4 Service Flying Training School,Shellbrook,1941-July-01,Kugelmass,RayRCAF L20

**Created:** 1941-07-01

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000445#7664>

TECH.		DISOB.		NEG/NCE		INEXP NCE		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. COMTS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS.		LAND. GEAR		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UNDTD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. COMTS.		MISCEL.		UNDTD		PRIMARY		HAND.O.		INSTS.		WEATHER		DRKNS.		AL'G SURF.		OTHER		UNDTD		PRIMARY		TAXING		LANDING		TAKE-OFF		FLIGHT		STAIRY		FATAL		3RD. INJ.		INJURY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																															
CAUSES OF ACCIDENTS																																																																																													
UNIT # 4 S.F.T.S.		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																																																																																	
NAME		RANK		No.		DUTY		INJURIES		SERIOUS																																																																																			
Ray F.B.		SGT		R61620		FI		Killed		FATAL		INJURY																																																																																	
Kugelmass J.		LAC		R77268		PP		Killed		2																																																																																			
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																	
Crane		7664		Totally								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																											
Jacobs (S)		21014		H																																																																																									
Jacobs (P)		21013		H																																																																																									
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																																			
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NATURE OF ACCIDENT																																																																																													

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.

ACTION TAKEN:

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

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.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Aircraft dove into ground.**

RECORDED BY

DATE

CHECKED BY

DATE