

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																																	
JU.	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.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UND'TD																																		
3	2	1	4	7	10	13	16	19	22	25	28	31	34	37	40	43	46	49	52	55	58	61	64	67	70	73	76	79	82	85	88	91	94	97	100																													
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																		
CAUSES OF ACCIDENTS																																																																
UNIT Saskatoon 4 SFTS										COM. 2					PLACE Vanscoy R 1 Aerodrome										DATE 7-3-42					TIME 1240																																		
A/C TYPE Crane 1										No. 7657					CRASH CAT. A					SE					ME X					DAY X					NIGHT																													
NAME										RANK					No.					DUTY					INJURIES										SERIOUS																													
Campbell H.C.										F/S					R64351					FI					Killed										FATAL					INJURY																								
Cook B. D.										LAC.					R107392					Pass					"										3					2																								
Ford H.V.										LAC.					R120660					"					"										CARD SERIAL No.																													
Friesen E.P.										LAC.					R115895					"					Dangerously injured																																							
Freebairn A.L.										LAC.					R121392					"					"																																							
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																													
Crane 1 7657										Complete write-off.																				INST					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.														
Jacobs L4MB 949/21097										Damaged beyond																				8					3					5					1					33					46									
										885/21036 economical repair.																				11					3					5					1					44					37									
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																		
D-32										7-3-42																																																						
NATURE OF ACCIDENT																																																																
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	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														
D	C	B	A	3	2	1	4	7	10	13	16	19	22	25	28	31	34	37	40	43	46	49	52	55	58	61	64	67	70	73	76	79	82	85	88	91	94	97	100																									

MISCELLANEOUS
 HANDQ.
 INSTS.
 WEATHER
 DRKINS.
 AL-G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATIONARY
 FATAL
 INJ.
 3RD.
 5

DUTY ON WHICH ENGAGED:

Ferry flight vanscoy to Saskatoon.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**While flying at about 100 ft.
fabric peeled off right wing
A/C crashed and burned.**

DATE: 9-3-42

COMPOSITION:

1EA/AOC/PP - JAMS/CN

Pres. S.L. H.G. Malcolmson

Mem. F.L. B.W.C. Sharpe

" P.O. R.S. Leith

No. 5 A.O.S. Winnipeg, Mar

No. 2 T.C.H.Q. Admin. Unit.

No. 4 S.F.T. SWpg. Man.

RECOMMENDATIONS:

No. recommendations, as loading of aircraft, its maximum speed and flying it at low altitude over an aerodrome other than for usual purposes of landing and take off are already covered by existing orders.

PRIMARY CAUSE:

~~Structural failure resulting from overstraining the heavily loaded a/c in a dive from the stall turn and recovery from that dive.~~

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

The accident was due to structural failure caused by overstressing as a result of a rapidly executed manoeuvre made by the pilot during unauthorized aerobatics. The pilot carried a passenger load in excess of that permitted by the Pilot's Order book. Orders have been issued by A.M.T. (D.A.T.) to limit the load to be carried by Crane aircraft.

18. Misc. Technical

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/c crashed and burned.~~

39. Structural Failure