

No. 24

Associated Airways Limited, Avro York aircraft, CF-HMY,
crashed on take-off from Edmonton Airport, Alberta, Canada on 26 May 1955.
Report by Board of Inquiry appointed by Minister of Transport.

Circumstances

The aircraft was taking off at 1427 hours from the north-south runway (33-15) of Edmonton Municipal Airport when it hit an obstacle in line with and off the end of runway 33-15 causing it to crash at the north (15) end of the runway and burst into flames. Both occupants, the pilot and the co-pilot, were killed and the aircraft was completely destroyed.

Investigation and Evidence

The following facts were brought out in the investigation:

- 1) The aircraft was duly licensed by the Department of Transport as were the pilots.
- 2) Edmonton airport is 2 185 feet above mean sea level.
- 3) The runway used is 5 700 feet in length with no approved overrun.
- 4) The aircraft was loaded to 67 683 lbs. gross, the maximum permitted by the Certificate of Airworthiness being 68 000 lbs.

At the time of take-off the temperature was 69° Fahrenheit, the wind was light and variable, averaging less than 7 m.p.h.

The Performance Schedule for this type of aircraft disclosed that under the prevailing loading and weather conditions, the aircraft, to take-off in safety, would have required a runway 7 100 feet in length. Under the prevailing conditions, the aircraft, operating normally and under full throttle could not, and in fact did not, effect a safe take-off.

A breach of paragraph 813, Air Regulations, occurred in that the captain neglected "the precaution that may be required by the ordinary practice of the air, or by the special circumstances of the case".

The following additional items of negligence were found:

- a) the Department of Transport issued a licence to the captain of the aircraft without examination either as to his flying ability or as to his knowledge of the flying characteristics and performance limitations of York aircraft under the conditions which prevail as to weather and airport altitudes in Canada;
- b) the Department of Transport did not assure itself before issuing a Certificate of Airworthiness for the York aircraft, that the owners of the aircraft had in their possession the necessary Performance Schedule;
- c) the owners of the aircraft did not provide the pilots with the Performance Schedule for the aircraft so that the captain had no accurate means of knowing what load he could safely carry under the prevailing circumstances;
- d) the owners of the aircraft had not tested the pilots as to their ability and as to their knowledge of the limitations of the York aircraft.

Probable Cause

The primary cause of the accident was the attempt of the pilot to take-off under the prevailing unfavourable conditions. As a result, the aircraft hit an obstacle in line with and off the end of the runway.