

ACCIDENT CLASSIFICATION

| | | | | |
|---|------------------|--------------------------|----------------------------------|---------------------|
| UNIT 35 S.F.T.S. North Battleford | COM. 4 | PLACE M.A. | DATE 2-12-43 | TIME 1530 |
| A/C TYPE OXFORD II | No. | CRASH CAT. "A" | H.O. FILE 1300-AS347-1 | S.E. |
| | | | M.E. | DAY |
| | | | x | x |
| | | | NIGHT | |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|----------------|------|---------|------|----------|----------------|---------|
| | | | | | No. | DATE |
| Tomalin, J. | F/O | 126065 | NI | Killed. | | |
| Cheetham, N. | LAC | 1623737 | PP | Killed | A.465 | 2-12 |
| Clarke, T.F.W. | LAC | 1624682 | PP | Uninj. | | |
| | | | | | D 14 (REVISED) | |
| | | | | | No. | CHECKED |
| | | | | | 1 | ✓ |
| | | | | | #1 | |

MONTH

STAGE OF FLIGHT

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|-----------|--|-----------------------|-------|---------|------|-------|------|
| | | DAY | NIGHT | ON TYPE | | TOTAL | |
| | | | | SOLO | DUAL | SOLO | DUAL |
| Cheetah X | A178588/AS40669 totally A159478/RC357 | 60 | 124 | 932 | 56 | 971 | 95 |
| | | 25 | 14 | 35 | 56 | 74 | 92 |
| | | 24 | 16 | 35 | 48 | 63 | 98 |

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
FATAL
INJ.

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Navigation flight.

NATURE OF ACCIDENT:

A/C crashed after take off. Caught fire on impact. Lac Clarke made a successful parachute landing.

CLASSIFICATION:

~~28. Structural Failure.~~

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

~~39 Structural Failure~~ ³⁹

R. C. A. F. L 20 (REVISED)
7M.4.43 (3202) K. P. 5051
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

Structural failure.

01/11/77 17:06/04

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2182

Cause

Structural failure resulting in loss of control.

Recommendations

Recommend a second elevator attachment bolt be inserted. This may be run thro holes where the dummy bolts are at present in the elevator attachment plates.

Conclusions of A.I.B.

Agree. Faulty maintenance appears to have contributed to this accident.

Note: Responsibility for failure to have a D.I. carried out on a/c not placed on anyone, but since pilot alleged to have signed L.14 before taking off some lack of care charged to him for taking up a/c when it was unserviceable.

ACTION TAKEN:

Nil.