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|--------------------|----|-----------------|----|-----------------------|----|-------------|----|------------|----|-----------------|----|-----------------------|----|----------------|----|-------|----|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 |
| 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 |
| PILOT | | OTHERS | | CAUSES OF ACCIDENTS | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | |
| UNIT | | COM. | | PLACE | | DATE | | TIME | | | | | | | | | | | | | | | | | | | | | | | |
| 4 S.F.T.S. | | | | Hague Ferry | | 5-6-42 | | 1900 | | | | | | | | | | | | | | | | | | | | | | | |
| Saskatoon, Sask. | | # 2 | | S. Saskatchewan River | | H.Q. FILE | | 1700-8016 | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | No. | | CRASH CAT. | | SE | | ME | | DAY | | NIGHT | | | | | | | | | | | | | | | | | | | |
| Crane I | | 8016 | | A | | | | x | | x | | | | | | | | | | | | | | | | | | | | | |
| NAME | | RANK | | NO. | | DUTY | | INJURIES | | SERIOUS | | | | | | | | | | | | | | | | | | | | | |
| Light, A.S. | | LAC | | R107481 | | P | | Killed. | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | |
| Crane | | 8016 | | Total | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | |
| Jacobs | | 4575/21745 | | Total | | | | | | | | 29 19 | | 118 | | 195 | | | | | | | | | | | | | | | |
| Jacobs | | 4574/21744 | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | |
| M 910 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CAUSES
 MISCELLANEOUS
 FLIGHT
 STAGE OF

HAND D.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 S &

UND/TD
 PRIMARY
 MISCEL.
 EN'S CONTS.
 AIRSCREW A.
 ENG STR.
 LUB'N SYS.
 IGNIT. SYS.
 COOL SYS.
 FUEL SYS.
 UND/TD
 MISCEL.
 ENGINE MOUNT.
 TAIL SKID OR W.
 FUSE OR HULL
 FLOATS
 LAND. GEAR
 W. STRUTS
 STAB. SURFS.
 MOV. SURFS.
 FL. CONTS.
 PRIMARY
 OTHERS
 FLT CONTR.
 INSTRUCT.
 MISCEL.
 INEXP'NCE
 NEG'NCE
 TECH.
 JU.

DUTY ON WHICH ENGAGED:

Solo flying practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft was seen by witnesses flying down the South Saskatchewan River at a low altitude. After rounding a curve in the river the aircraft struck a ferry cable causing a wing to be sheared off. A/C was a total wreck.

DATE: 7-6-42.

INVESTIGATING OFFICER'S REPORT

COMPOSITION: *1100/1000*

F/L E.W.C. Sharpe, C2797 No.2 T.C. Headquarters.

RECOMMENDATIONS:

Installation of recording barographs in some aircraft unknown to crews, Low flying orders are continually brought to the attention of all flying personnel.

Recommendations not concurred in by A.O.C.

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

Deliberate unauthorized low flying.

PRIMARY CAUSE:

~~Deliberate unauthorized low flying.~~

22. COLLISIONS OBST.

(22)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft struck a Ferry Cable.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____