

OCCURRENCE REPORT: 1861

Flight Safety incident reports are produced under the authority of the Minister of National Defence (MND) pursuant to Section 4.2 of the Aeronautics Act (AA), and in accordance with A-GA-135-001/AA-001, Flight Safety for the Canadian Forces. They are prepared solely for the purpose of accident prevention and shall not be used for legal, administrative or disciplinary action.

FSOMS 1861 25 APR 1966 AIR ACCIDENT A CATEGORY

Status: supplemental sent

Unclassified

1. **Injury Level:** Black - Fatal
2. **Aircraft/Operated By:** CC123678
3. **Aircraft Ownership:** 115 Air Transport Unit (ATU) - El Arish
4. **B. Date/Time:** 250800Z APR 1966
4. **C. Phase of Flight:** TAKE-OFF - INITIAL CLIMB TO 500 FEET ON TAKE-OFF
5. **Damage Level:** Destroyed / missing
6. **Personnel Injured:** AIRCREW, Black - Fatal
AIRCREW, Black - Fatal
AIRCREW, Black - Fatal
AIRCREW, Yellow - Serious
7. **Mission Type:** TRANSPORT AND COMMUNICATIONS, TALEX (INCLUDES HELOS)
8. **Description:** - DUE TO A MINOR CHANGE IN SCHEDULE, THE AC WAS INCORRECTLY LOADED FOR A ROUTINE TRANSPORT MISSION TO TWO BASES.
13. **Flight/Ground Conditions:** CONTACT - VISUAL FLIGHT VFR/VMC (GROUND REFERENCES)
14. **Light/Weather Conditions:** UNFAVOURABLE WIND CONDITIONS
22. **A. Investigation:** CONSEQUENTLY, ON ARRIVAL AT THE FIRST BASE, THE FREIGHT THAT WAS TO BE UNLOADED WAS INACCESSIBLE. THE CAPTAIN THEREON DECIDED TO CONTINUE TO THE 2ND STOP, UNLOAD THE FREIGHT FOR IT, THEN RETURN. THE AC WAS LOADED TO 98% OF ITS LIMIT WEIGHT. THE FIELD ELEVATION WAS 1700 FT MSL AND THE TEMP 98 DEG. THE COMBINATION OF THESE FACTORS RENDERED THE AC SLUGGISH IN THE AIR, IMMEDIATELY AFTER T/O. THE PILOT PROCEEDED WITH THE FIRST POST-T/O PROCEDURE IAW WITH AOIS, WHICH IS THE ADJUSTMENT OF THE FLAP POSN FROM THE T/O TO THE CLIMB POSN. HE APPARENTLY PERFORMED THIS OPERATION IN A MECHANICAL MANNER WHICH INDUCED THE AC TO SINK. HE ATTEMPTED TO COUNTER THIS BY PULLING BACK ON THE CONTROL COLUMN WHICH ONLY AGGRAVATED THE SITUATION, AND THE AC STRUCK THE GROUND HEAVILY. THE PILOT PERSISTED IN HIS ATTEMPT TO T/O AND THE AC BOUNCED TWICE MORE BEFORE FINALLY COMING TO REST AND BURSTING INTO FLAMES. THREE OF THE FOUR OCCUPANTS ESCAPED BUT TWO WERE SEVERELY BURNED AND DIED LATER. THE CAUSE OF THE ACCIDENT IS CONSIDERED TO BE FAULTY TECHNIQUE ON THE PART OF THE PILOT, IN THAT HE RAISED THE FLAPS WITH INSUFFICIENT CARE AND DID NOT TAKE INTO FULL ACCOUNT THE HEAVY LOAD BEING CARRIED AND THE PREVAILING WEATHER CONDITIONS.
23. **Cause Factors:** PERSONNEL PILOT (32A) JUDGEMENT
PERSONNEL PILOT (32A) TECHNIQUE