

TYPE OF ACCIDENT		CAUSES OF ACCIDENTS		MISCELLANEOUS CAUSES		STAGE OF FLIGHT						
PILOT	OTHERS	AIRFRAME FAILURE		ENGINE FAILURE								
UNIT 4 (BR) SQDN. UCLUELET, B. C.		COM. WAC	PLACE UCLUELET		DATE 16-9-41	TIME 1000						
A/C TYPE SHARK III		No. 546	CRASH CAT. C	SE X	ME	DAY X	NIGHT					
NAME		RANK	No.	DUTY	INJURIES		SERIOUS					
GRAY, R. J.		P/O	J34 83	P	UNINJURED		FATAL INJURY					
WILCOCK, R. J.		F/O	C3590	N	UNINJURED							
LYNCH, J. D.		SGT	R71693	AB	UNINJURED		CARD SERIAL No.					
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
SHARK III		546	SLIGHTLY				INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	
PEGASUS IX		1C27	NIL				-	-	DUAL	SOLO	DUAL	SOLO
SIGNAL No & DATE		UNIT No & DATE		COM. No & DATE		REPORT	FILE	DATE				
NATURE OF ACCIDENT												
<div style="display: flex; justify-content: space-between;"> TYPE OF ENGINE TYPE OF A/C </div>												

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R 170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

WING DAMAGED BY BEING SUBMERGED IN THE WATER
WHEN AIRCRAFT SLEWED ON TAKEOFF

COMPOSITION:

09/30

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

AIRCRAFT SLEWED ON TAKEOFF

ACTION TAKEN:

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

PILOTS HAVE BEEN CAUTIONED TO OPEN UP ENGINE MORE GRADUALLY SO AS TO
MINIMIZE THE TENDENCY OF AIRCRAFT TO VEER TO THE RIGHT BEFORE GAINING
DIRECTIONAL STABILITY. PILOTS HAVE BEEN CAUTIONED NOT TO FIGHT
SLOWING ACTION WHEN IT BECOMES VIOLENT BUT TO GRADUALLY EASE BACK
THE THROTTLE AND MAKE PREPARATIONS FOR ANOTHER TAKEOFF.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

WING DIPPED AND WAS SUBMERGED

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____