

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)

TECH. DISOB. NEG'VE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UN'D/TD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UN'D/TD PRIMARY HAND.O.

TYPE OF A/C PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS UNIT 1 WIRELESS SCHOOL, MONTREAL, P.Q. COM. 3 PLACE ST. HUBERT AERODROME DATE 5-8-42 TIME 1515 H.Q. FILE 1100-35-34

A/C TYPE NORSEMAN IV W No. 3534 CRASH CAT. A SE X ME DAY X NIGHT

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS	
					FATAL	INJURY
LEROUX, J.A.A.	SGT	R 108381	P	SLIGHTLY INJURED.		
TURNER, J.V.	SGT	R60662	WOG	UNINJURED		2
WALLACE, R.J.	AC2	R154512	WEM	UNINJURED		
TYMCHUK, AA	AC2	R152986	WEM	Slightly		
LEFEBVRE, JEA	LAC	R135038	WEM	UNINJURED		
MARTEL, JPAP	LAC	R 96908	WAG	UNINJURED.		

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
								DUAL	SOLO	DUAL	SOLO	
NORSEMAN W3534		Seriously				37	14	62	180	113	180	
P&N Wasp S3H1 Y229/5027		Seriously.										

SIGNAL No. & DATE A602 6-8-42 UNIT No. & DATE COM. No. & DATE REPORT FILE DATE

NATURE OF ACCIDENT

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)

MISCELLANEOUS CAUSES
 HAND.O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UN'D/TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

TYPE OF ENGINE
 CATEGORY
 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)

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

AIR EXPERIENCE FOR WAGS AND WEMS.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R.170

POSITION:

LOC/AOC/PSJ/XM/CAI

While approaching #3 runway for landing behind another service A/C the pilot continued to carry out the approach but when about 100 feet above the ground the slip stream of the A/C ahead caused

the right wing of the Norseman to drop. The pilot was unable to pick up the wing by use of controls or engine and the A/C crashed into the ground and caught fire.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Right wing of A/C came in contact with the ground.~~

19. Out of control
19

ACTION TAKEN:

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

NIL.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C forced down out of control by slip stream of another A/C. Outside loop antenna, modification AFTEO E1/16/19 being off set from centre line of A/C impairs flying qualities of the Norseman A/C especially if a wing drops.~~

29. (29) In crash.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____