

32	JU.	31	TECH.	30	DISOB.	29	NEG INCE	28	INEXP INCE	27	MISCEL.	26	INSTRUCT.	25	FLIT CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTS.	21	MOV SURFS.	20	STAB SURFS.	19	W SURFS.	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UNDTD	1	PRIMARY	19	HAND O.	18	INSTS.	17	WEATHER	16	DRKNS.	15	ALG SURF.	14	OTHER	13	UNDTD	12	PRIMARY	11	TAXING	10	LANDING	9	TAKEOFF	8	FLIGHT	7	STATRY	6	FATAL:	5	INJ.	4	3RD.	3	2ND.	2	1ST.	1
TYPE OF A/C		CAUSES OF ACCIDENTS																		ENGINE FAILURE																																																																																
UNIT 9 (BR) Sqdn.		COM. W.A.C.		PLACE Bella Bella														DATE 2-10-42		TIME 1520																																																																																
Bella Bella, B.C.		W.A.C.		Bella Bella														H.O. FILE		1100-9-18																																																																																
A/C TYPE Stranraer		No. 918		CRASH CAT. B		SE		ME X		DAY X		NIGHT																																																																																								
NAME		RANK		No.		DUTY		INJURIES				SERIOUS																																																																																								
Brooks, D.C.		P/O		J11066		1st P		Nil				FATAL INJURY																																																																																								
Kimmerly, W.R.		WO2		R80926		2nd P		Nil																																																																																												
Dewar, J.W.		P/O		J8821		O		Nil																																																																																												
Shirra, R.E.		P/O		J13152		WAG		Nil				CARD SERIAL NO.																																																																																								
Duff, J.D.		F/L		F110019		WAG		Nil																																																																																												
Waldron, W.K.		P/O		J8809		O		Nil																																																																																												
Smythars, W.J.		AC1		R150431		AEW		Nil																																																																																												
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																								
Stranraer 918		918		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																		
Bristol 1098/P18214		Nil										29 17		20 2		124 103																																																																																				
Pegasus 1083/P35121		Nil										30 15		150 2		216 112																																																																																				
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																																																																																						
X 979 3-10																																																																																																				
0513		NATURE OF ACCIDENT																																																																																																		

MISCELLANEOUS CAUSES

PRIMARY
 UNDTD
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL:
 INJ.
 3RD.
 2ND.
 1ST.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Returning to base from attempted coastal patrol.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 3-10-42.

INVESTIGATING OFFICER'S REPORT.

Upon return from attempted coastal patrol, pilot attempted landing as for under normal conditions in prevailing gusty wind and light rain. Gust of wind ballooned A/C into air and a heavy landing resulted.

COMPOSITION:

LH/PSHL/WWG

F/L Sorenson, P.E. (C1576) 9 BR Sqdn., Bella Bella, B.C.

RECOMMENDATIONS:

All pilots to be instructed that when alighting under conditions of turbulent air, the approach should be made with engine power.

PRIMARY CAUSE:

~~Turbulent air and limited experience of pilot under such conditions.~~

Heavy

(4)

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Heavy contact with water resulting in damage to hull and starboard wing tip float.~~

RECORDED BY

DATE

CHECKED BY

DATE