

122	61	ACCIDENT CLASSIFICATION															7																																												
2	60	UNIT No.3 O.T.U.	COM.	PLACE Stuart Channel app.	DATE 18-7-45	TIME 1150	COMMAND																																																						
3	59	Pat. Bay, B.C.	VAC	1 mi. off shore-Crofton, BC.	H.Q. FILE 1700-916																																																								
4	58	A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT	MONTH																																																				
5	57	Stranraer	916	A		X	X																																																						
6	56	PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL		STAGE OF FLIGHT																																																			
7	55	Larsen, L.G.	F/L	C2842	P	Slightly		No.	DATE																																																				
8	54	Hertslet, P.	F/O	J4537	2P	Severely		A456	19-7																																																				
9	53	Chesney, J.E.	P/O	P.C.	WAG	Slightly		D 14 (REVISED)																																																					
10	52	Rogers, J.E.C.	SGT	R128545	WAG	Severely		No.	CHECKED																																																				
11	51	McCarty, W.P.	F/S	R57760	Pass	Missing		1	<input checked="" type="checkbox"/>																																																				
12	50	Bell, J.E.	LAC	R162924	FE	Missing		No. 1																																																					
13	49	ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				FORCED LANDING																																																				
14	48	Pegasus XXII	P.1056/35110 Total		INST.	NIGHT	ON TYPE			TAXIING																																																			
15	47		S.988/35016 Total				SOLO	DUAL	LANDING																																																				
16	46							SOLO		DUAL																																																			
17	45				5	48	369	4	1200	19																																																			
18	44				17	48	350	14	920	108																																																			
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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Instrument flying exercise.

Nil

24/11/54/1001

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

While approaching to make power landing aircraft was levelled off and pilot expected to feel it touch down,

FINDINGS:

SUMMARY No. 1079

however, the next thing he recalls was clearing himself from the wreckage and swimming to surface.

Pilot was attempting a glassy water landing under which circumstances it is impossible to judge the height above water. Attempted landing was made with nose of aircraft too low to permit recovery on striking the water and A/C nosed under immediately upon striking water. Pilot error.

CLASSIFICATION:

RECOMMENDATIONS

~~40. Heavy landing flying into water.~~

That instructions to pilots for making glassy water landings be revised and that detailed instructions be issued and made available to all personnel concerned.

H. Heavy

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SECONDARY OR CONTRIBUTORY FACTORS:

CONCLUSIONS OF A.I.B. - Agree with findings.

~~32. Pilot error~~

ACTION TAKEN: