

ACCIDENT CLASSIFICATION

| | | | | |
|----------------------------------|------------|--|-------------------|--------------|
| UNIT 3 O.T.U. Patricia Bay | COM. W | PLACE North Mouth Satellite Channel | DATE 19-12-43 | TIME 2245 |
| A/C TYPE Stranraer | NO. 947 | CRASH CAT. "D" | FILE 1100-9-47 | |
| | | | S.E. X | M.E. X |
| | | | DAY | NIGHT X |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL |
|------------|------|---------|------|----------|-------------------------------|
| Hay, M.M. | F/L | J5328 | P | Uninj. | No. DATE |
| Bishop, | F/O | J13719 | P | Uninj. | |
| Clausen, | F/O | J12543 | P | Uninj. | D 14 (REVISED) No. CHECKED |
| Barber, | LAC | R59944 | F/E | Uninj. | |
| Pugsley, | SGT | R155890 | WAG | Uninj. | |
| Rosenberg, | SGT | R196421 | WAG | Uninj. | 1 |
| Jeffs, | LAC | R85634 | F/E | Uninj. | #2 |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|---------|-------------------|-----------------------|-------|---------|------|-------|------|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| Pegasus | 983-37013 | | | SOLO | DUAL | SOLO | DUAL |
| | 1090-37014 Nil | 30 | 82 | 800 | 17 | 1186 | 130 |

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STABILITY
FATAL
INJ
INJURY

RAF

PURPOSE OF FLIGHT:

Instruction on night circuits.

NATURE OF ACCIDENT:

Rate of climb and descent instrument U.S. This is used in landing procedure. On the approach it was obvious that pilot would overshoot. Pilot took over intending to land past flare path with landing lamp, it would not focus down. There being insufficient room to land under these conditions before hitting for shore pilot headed for flame float flare path laid previously at mouth of Satellite Channell. Stbd engine cut on approach to flare path at 200'.

CLASSIFICATION:

~~57. Misc.~~

17. Forced Landing 17

SECONDARY OR CONTRIBUTORY FACTORS:

~~35. Tech. Defect~~

29. Overshooting Runway

TECHNICAL OFFICER'S REPORT:

All accounts seem to indicate that the stbd engine may have iced up. The engines were run for 1/2 hour on land after the accident and no cutting out was apparent.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

10/200

SUMMARY No.

ACTION TAKEN:

il

Engine Inoperable - Accident

N. C. A. F. 20 (REVISED)
7M-4-43 (5202) K. P. 5051
HQ. 885-L 20