

ACCIDENT CLASSIFICATION

UNIT	31 O.T.U. Debert	COM.	E	PLACE	M.A.	DATE	26-2-44	TIME	1745	GMT		
						H.Q. FILE	1300-AM891					
A/C TYPE	HUDSON V			No.	AM891	CRASH CAT.	"B"		S.E.	M.E.	DAY	NIGHT
								x		x		
PERSONNEL				RANK	NUMBER	DUTY	INJURIES		SIGNAL			
HOWEY, E.L.				F/L	J15514	FI	Uninj.		No.	DATE		
ARNOLD, A.E.				F/L	J16563	PP	Uninj.		A.28	26-2		
MCLEAN, D.H.				P/O	C2102	PP	Uninj.		D 14 (REVISED)			
HOLT, A.W.				P/O	J36840	NAV	Uninj.		No.	CHECKED		
CARLEY, K.C.				P/O	1322727	MAV	Uninj.		10			
MUNRO, H.A.				F/O	J21066	WAG	Uninj.		#11 CR / U/T / 6/6			
ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS							
Pratt & Whitney		A203752/8282			INST.	NIGHT	ON TYPE		TOTAL			
Twing Wasp		A262832/9676					SOLO	DUAL	SOLO	DUAL		
Series R1830					29	118	541	21	628	100		
S3C4G												

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
START BY
FATAL
INJURY

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PURPOSE OF FLIGHT:

Dropping depth charges.

TECHNICAL OFFICER'S REPORT:

LH/RAD/XXH

NATURE OF ACCIDENT:

NIL

A/C was landing in a strong cross wind and pilot was unable to hold a/c from drifting to left after touch-down.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.C.

Pilot was inexperienced and landed in centre of runway. In all probability the a/c would not have been damaged had there been no snow bank. Only instructors were flying.

CLASSIFICATION:

~~35. Cross winds and gusts.~~

2. *Swung*

(2)

SECONDARY OR CONTRIBUTORY FACTORS:

~~61. Swinging on landing.~~

ACTION TAKEN:

NIL