

ACCIDENT CLASSIFICATION										DATE 17-4-44		TIME 1000	
UNIT Yarmouth, N.S. 1 N.A.G.S.			COM. E.A.C.		PLACE Hebrén, N.S.					H.O. FILE 1100-83-84			
A/C TYPE ANSON II					NO. 8384		CRASH CAT. "B"		S.E.	M.E. x	DAY x	NIGHT	
PERSONNEL				RANK	NUMBER	DUTY	INJURIES			SIGNAL			
Reed, J.L.				Sgt	R154832	P	Nil			NO. T970	DATE 17-4		
Turner, D.				FX	A/LA 609441	AG	Nil			D 14 (REVISED)			
Walker, D.W.				FX	A/LA 610248	AG	Nil			NO. 1	CHECKED		
										# 29			
ENGINE		ENGINE NUMBER (S)			HOURS FLOWN BY PILOTS				STAGE OF FLIGHT				
Jacobs L-6MB		15733/1905 Ser. 15833/2018 "			INST.	NIGHT	ON TYPE		TOTAL				
					33	-	SOLO 278	DUAL 65	SOLO 343		DUAL 112		
ACCIDENT CLASSIFICATION													

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING ()
 TAXIING ()
 LANDING ()
 TAKE-OFF ()
 FLIGHT ()
 STAT-BY ()
 FATAL ()
 INJ. ()
 INJURY 3rd ()
 INJURY 5th ()
 INJURY 1st ()

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
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62

PURPOSE OF FLIGHT:

T.A.G. Training.

NATURE OF ACCIDENT:

Pilot of a/c failed to find field after two attempts, and was circling in a comparatively clear patch with ceiling of 800' when port engine failed. Decided to land in a small field and did so with u/c down. Field was soft, port wheel, which was making a rut about nine inches deep, struck a boulder about 4 inches below surface. With very last of its momentum, a/c turned over. Visibility was $\frac{1}{2}$ to $\frac{3}{4}$ of a mile.

CLASSIFICATION:

~~54. Engine failure in the air.~~

17 *Hard Landing*

SECONDARY OR CONTRIBUTORY FACTORS:

~~19. Bad weather.~~

~~32. Pilot error.~~

~~44. Bad surface.~~

~~37. Overturning.~~

26 *Engine Trouble - Accident*

R. C. A. F. L. 20 (REVISED)
7M-4-43 (3202) X.P. 5051
H. Q. 8854 20

TECHNICAL OFFICER'S REPORT:

ILEE PUN/PST/ES/FA/IN/WVF

From pilot's report and weather conditions, it would appear that carb. icing was the cause. This cannot be proved, since hot air was not tried.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

Pilot was too quick in his decision to land. Should have checked all instruments and tried carb. heat, as conditions were typical for carb. ice. Pilot is considered to have been clearly guilty of error in judgement in landing wheels down, as the field is only 350 yds long, though it appears fairly hard from the air.

ACTION TAKEN:

Log book endorsed "Error in judgement"