

ACCIDENT CLASSIFICATION

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

TYPE OF A/C	UNIT # 2 W.S.		COM. 4	PLACE Shephard Airport.		DATE 11-4-44	TIME 1605	COMMAND		
	A/C TYPE Norseman IV		NO. 2457	CRASH CAT. "B"	S.E. X	M.E.	DAY X		NIGHT	
TYPE OF UNIT	PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL		MONTH		
	Soules, W.H.	F/C	J28720	P	Slightly Inj.	NO.	DATE			
	Brown, A.W.		LAC R200330	NO	Uninj.	A146	11-4			
	Chernick, A.	LAC	R179979	NO	Slightly Inj.	D 14 (REVISED)				
	Cloutiere, L.V.	LAC	R130452	NO	Slightly Inj.	NO.	CHECKED			
	Cook, A.H.	LAC	R148703	NO	Uninj.	2				
CATEGORY	ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT		
	Pack Wash	4633/YL49 Ser.		INST.	NIGHT	ON TYPE			TOTAL	
				70	17	SOLO	DUAL		SOLO	DUAL
									500	100

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INJURY 1st 2nd 3rd 4th 5th

RAE M 2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

REPORT OF D.O.

It is the opinion of the I.O. that this accident was caused by pilot error and inexperience on type. From evidence submitted both by Pilot and F/O Anderson a minimum of flap was used. Another factor enters into the picture in evidence of S/L McLead who states that when a/c was inspected by him shortly after the crash the prop was still in coarse pitch. It is recommended that after pilots have been checked out on Norseman a/c and have completed 5 hours solo familiarization time, they be rechecked by a qualified instructor before carrying passengers due to the floating characteristics of this type a/c, and the difficulties in landing which may arise.

CLASSIFICATION:

~~29. Overshooting runway.~~

1. *Overshot*

(1)

SECONDARY OR CONTRIBUTORY FACTORS:

~~21. Hitting obstructions.~~

~~22. Pilot error.~~

ACTION TAKEN:

Pilot Logged.