

ACCIDENT CLASSIFICATION

TYPE OF A/C	UNIT 162 Sqn	COM. E	PLACE 2 miles NE Kepflavik, Iceland	DATE 6-4-44	TIME 1500	COMMAND	
	A/C TYPE CANSO "A"	No. 9809	CRASH CAT. "A"	FILE 1700-9809	S.E. M.E. DAY NIGHT		
TYPE OF UNIT	PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
	CUNNINGHAM, C.C.	F/O	J10105	P	Serious	No. DATE	
	RANKINE, J.R.M.	F/O	J9140	2P	Killed.	A30 6-4	
	Coffyn, W.D.	F/O	J23799	N	Serious	D 14 (REVISED)	
	BANNING, J.F.V.	P/O	J28388	WAE	Killed.	No. CHECKED	
	SOMMERVILLE, J.	WO2	R124660	WAE	Slight.	#5	
	DUMBELL, L.A.	SGT	R179758	WAE	Slight		
GRATTON, G.L.	SGT	R187686	WAE	Slight			
BAMFORD, R.B.	F/S	R50259	F/E	Serious.			
CATEGORY	ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS				STAGE OF FLIGHT
	Twing Wasp SIC3G	20793/12229	total	ON TYPE		TOTAL	
		20725/12326	INST.	NIGHT	SOLO DUAL	SOLO DUAL	
			72 38	103 53	698 10	212 168	

ACCIDENT CLASSIFICATION

MONTH

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJURY

3RD

5

PURPOSE OF FLIGHT:

Local flight - compass swing.

NATURE OF ACCIDENT:

TECHNICAL OFFICER'S REPORT: ZLCG/PST

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2389.

CAUSE: The court find original cause of a/c touching the water was due to pilot carelessly flying a/c too low, causing him to misjudge his height.

RECOMMENDATIONS: See summary 2389

CONCLUSIONS OF A.I.B. : Agree with findings and concur in remarks of the Group Commander: For remarks of Group Commander see Summary 2389.

CLASSIFICATION:

~~N. 2389~~

A Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

KAPBUS, R.A. (Pilot)  
ANGLAM, C.F. (Eng)  
36206277 - 2LT  
Eng. Slightly Inj.  
Eng. Slightly Inj.