

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

ACCIDENT CLASSIFICATION

UNIT 1 G.R.S. Summerside		COM. E	PLACE in S, Off N point PEI		DATE 29-5-44	TIME 0355
A/C TYPE ANSON V		NO. 11757	CRASH CAT. "A"		H.Q. FILE 1100-117-57	
					S.E.	M.E. X
					DAY	NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ENGLISH, E.S.	P/O	J35669	P	Very mild injury.	NO.	DATE
GARNISS, R.E.	F/S	R190753	WAG	" " "	T765	29-5
KELLY, E.	P/O	150949	NAV	Nil	D 14 (REVISED)	
KENWORTHY, J.A.	P/O	55148	NAV	"	NO.	CHECKED
					2	
					#11	

ENGINE	ENGINE NUMBER (S)	INST.	NIGHT	HOURS FLOWN BY PILOTS			
				ON TYPE		TOTAL	
P & W Wasp	43/4631/2D817 seized			SOLO	DUAL	SOLO	DUAL
Jr. AN14E	43/47C4/2D890 Nil			62	56	425	4
						575	118

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 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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

FS/ES/OM/D/12

Oil line probably broke causing loss of oil pressure to the propellor which went into fine pitch and ultimate seizure of engine which occurred a few minutes later.

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

FS/ES/OM/D/1

Landed in sea after flying single engine for 40 or 50 miles when stbd engine showed signs of overheating also although full rudder bias was used it was not possible to hold a/c straight and level even with both feet on the one rudder pedal and it was considered safer to land in the sea while one engine was still good. Full opposite aileron was used but the a/c flying at an angle of about 8 degrees

CLASSIFICATION:

off level.

~~X1. Engine failure in the air.~~

17 Forced Landing.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

26 Engine Trouble - Accident

NIL