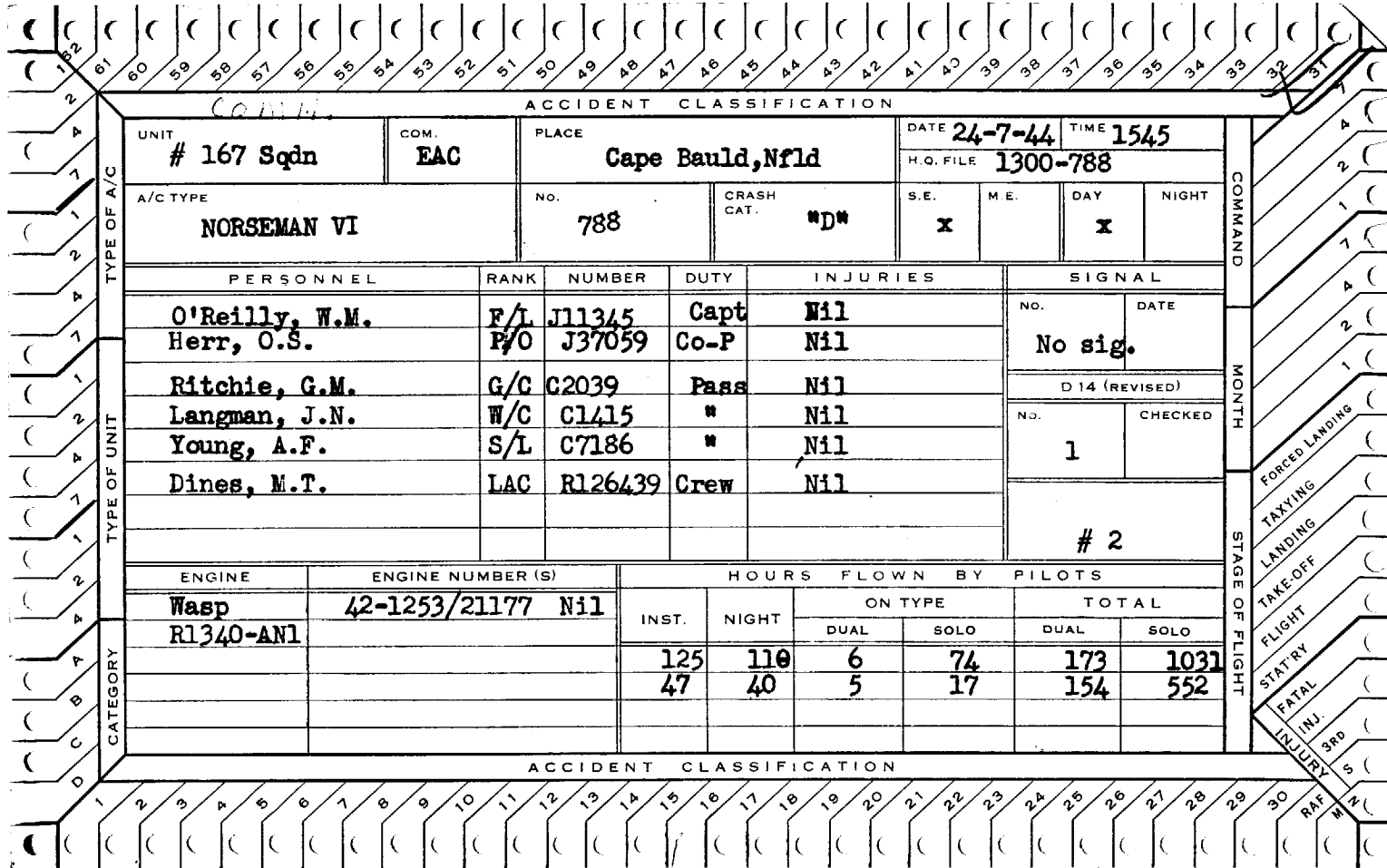


ACCIDENT CLASSIFICATION

UNIT # 167 Sqdn		COM. EAC	PLACE Cape Bauld, Nfld			DATE 24-7-44	TIME 1545		
A/C TYPE NORSEMAN VI		NO. 788	CRASH CAT. *D*	S.E. X	M.E.	DAY X	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
O'Reilly, W.M.		F/L	J11345	Capt	Nil		NO. DATE No sig.		
Herr, O.S.		P/O	J37059	Co-P	Nil				
Ritchie, G.M.		G/C	C2039	Pass	Nil		D 14 (REVISED)		
Langman, J.N.		W/C	C1415	"	Nil		NO. CHECKED 1		
Young, A.F.		S/L	C7186	"	Nil				
Dines, M.T.		LAC	R126439	Crew	Nil		# 2		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wasp R1340-AN1		42-1253/21177 Nil		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				125	110	6	74	173	1031
				47	40	5	17	154	552

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY 3rd



PURPOSE OF FLIGHT:

Communications.

NATURE OF ACCIDENT:

Taking off in heavy sea, stbd float caught in wave, a/c striking the next wave violently port float first.

CLASSIFICATION:

16. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

OBG/PSJ/USG/XGM

COURT OF INQUIRY OF INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

Floats type EDO 6470 are not of sufficiently strong construction for Mk. VI Norseman which should be equipped with EDO 7150 A floats. According to the monthly Engineering Bulletin, July 31/44, the new type floats are to be provided. The total all up weight of Norseman 788 at the time of the accident was 6,700lbs which is within the 6,8000 lbs limit. The accident could have been avoided by waiting for calmer water. This may have been several days with consequent delay of important passengers.

ACTION TAKEN:

Nil