

ACCIDENT CLASSIFICATION

UNIT 14 S.F.T.S. Kingston	COM. 3	PLACE Off Wolfe Island	DATE 21-8-44	TIME 1645
A/C TYPE WALRUS	No. L2330	CRASH CAT. "D"1	H.O. FILE 1300-L2330	
			S.E.	M.E.
			DAY	NIGHT
				X
			X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BLACKBURN, G.E.	LT			Uninj.	No.	DATE
					No sig	
WATSON, A.W.	LT		PASS		D 14 (REVISED)	
HAMMOND,	LAC		"		No.	CHECKED
NEWLAND,	LAC		"		14	<input checked="" type="checkbox"/>

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Pegasus 6	P17807/121947 Nil	5	100	4	17	20	1100

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ.  
SHD  
M.Y.

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27  
28  
29  
30  
RAJ  
M.Y.

PURPOSE OF FLIGHT:

Air/sea Rescue. Water landings.

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

Pilot states: Was practicing normal water landings off Wolfe Island and in the narrow channel between Simcoe and Wolfe Islands where water conditions were more sheltered. The wind at 15.30 was W.S.W. 10 m.p.h. and at 16.30 W.18mph a moderate breeze with strength 3 (moderate) sea conditions. At 16.45 having carried out some 20 or more satisfactory landings I decided to carry out a practice in downwind landings and take-off. I concluded one satisfactory landing. On the take-off a long

CLASSIFICATION:

16. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed "Error in judgment".

NE  
C/SF/pk

FINDINGS:

SUMMARY No.

run was needed and the a/c "porpoised" badly before I finally cleared the water. I thereupon came home and upon landing the port float was found to be damaged and stbd float twisted.