

ACCIDENT CLASSIFICATION

UNIT 5 O.T.U.	COM. W	PLACE 250 yds. off end of runway #20 Boundary Bay, BC	DATE 23-12-44	TIME 1508 PDT
Boundary Bay, B.C.			H.O. FILE 1300-HD315-1	
A/C TYPE MITCHELL II	NO. HD 315	CRASH CAT. "A"	S.E.	M.E. X
			DAY	NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CLOTHIER, R.A.,	F/L	J15680	P	Seriously	No. A256	DATE 23-12
WALMSLEY, T.L.,	F/O	J39963	Nav.	Fatally	D 14 (REVISED)	
SPENCER, G.R.,	F/O	J38724	Nav.	Fatally		
DUTTON, R.E.,	Cpl.	R152979	O.C.	Killed	No. 5	CHECKED
					4	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wright Cyclone R2600-29	999182/s99062 Totally	40	405	6	3	140	1080

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRAY
FATAL
INJ.

300
5
4
3
2
1
7

PURPOSE OF FLIGHT:

Compass Swing - Air

NATURE OF ACCIDENT:

A/C taking off to carry out
Compass Swing in air, was seen to
become airborne but touched down
again, swinging to port and finally
crashed in deep ditch approx. 250 yds.
off end of runway #20. A/C immediately
burst into flames.

CLASSIFICATION:

14. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Obscure

00C / AOP / AOC / PSF / GE / ES / NK / I / O
CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2012

CAUSE: Loss of power of port engine during take-off.
Cause of failure obscure as both engines were totally
destroyed by fire.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.B.: Agree with findings, but it
is considered that the technical evidence adduced is
insufficient.

Note.1: Pilot stated that he had not had his
safety harness done up for take-off and it is poss-
ible that none of the other occupants had theirs
done up either. If such was the case, it may have
been the reason for their injuries being fatal.
G.A.P. 100 Sec. 15, para 5, provides that all
occupants of an aircraft are to be properly secured
during take-off.

C.I. Accidents: I agree.

ACTION TAKEN:

Nil