

ACCIDENT CLASSIFICATION

UNIT 1 A.O.S. Malton, Ont.	COM. 1.	PLACE Oshawa	DATE 12-1-45	TIME 0100
A/G TYPE ANSON V	No. 11964	CRASH CAT. VA	H.Q. FILE 1100-119-64	
		S.E.	M.E.	DAY
			X	
				NIGHT
				X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
MITCHELL, G.B.,	Sgt.	R194586	OLWF	Uninj.		
GREENE, W.G.,	Cpl.	R159870	1 Nav.	Uninj.	M.178	12-1
EGG, J.C.	Cpl.	R122938	2 Nav.	Uninj.		
CARMICHAEL, J. G.,	Sgt.	R257555	WAG	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
	PE/229771						
	SE/29792						

ACCIDENT CLASSIFICATION

COMMAND

MONTH

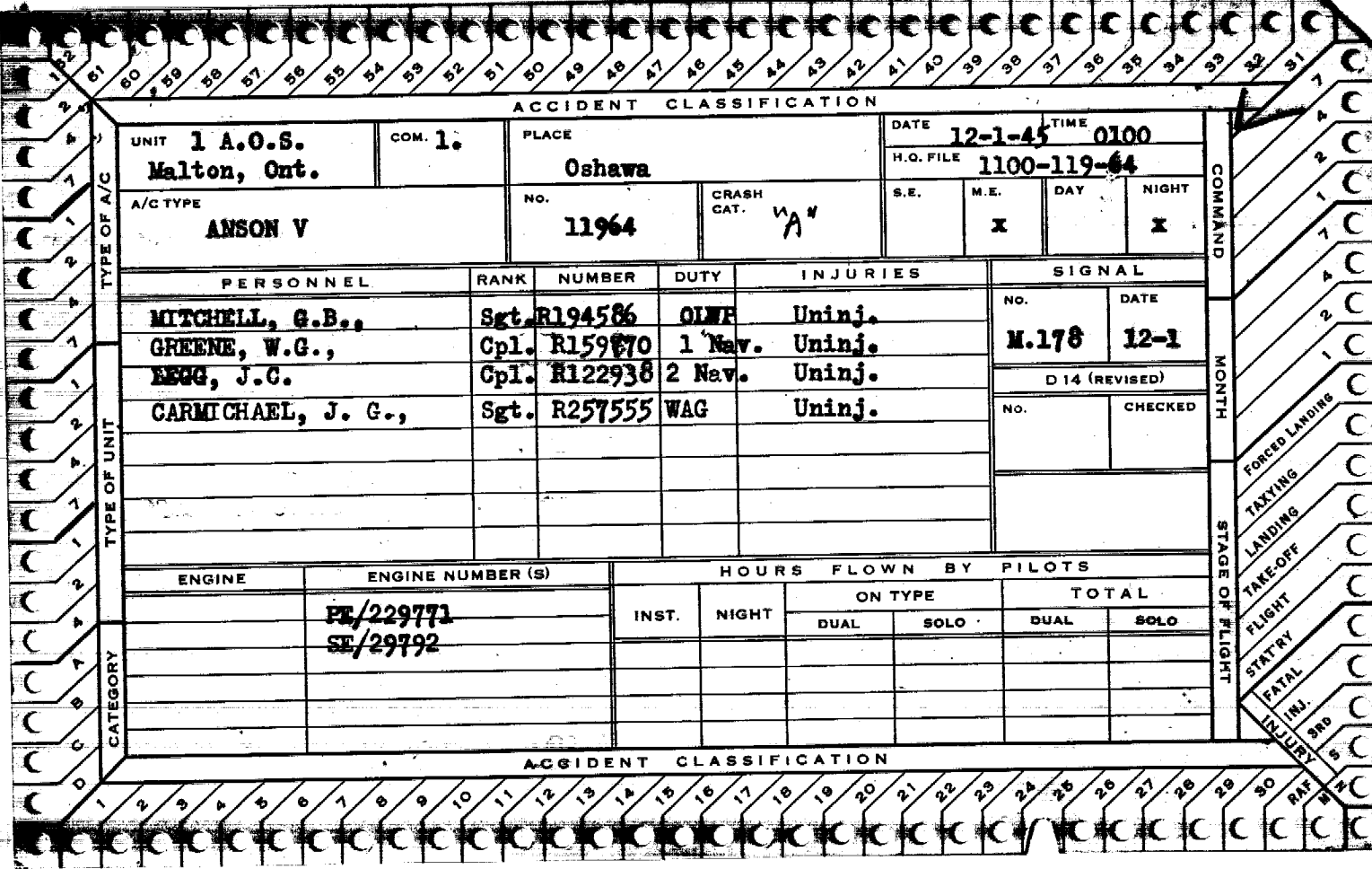
STAGE OF FLIGHT

- 4
- 3
- 2
- 1
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STRATRY
- FATAL
- INJ.
- 3RD
- 2ND
- 1ST

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Routine Nav. Ex.

NATURE OF ACCIDENT:

Lest due to weather. Gasoline exhausted. Pilot made wheels up landing on Oshawa Airdrome.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

LB/PCDUN/FEN/ET/PS/PMH/UOK/B/XCS
WVE

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2532 (cont'd)

It feels however that airmanship displayed by several of these pilots is questionable. One ~~writes~~ criticised the use of Q.D.M. when radio range proved unsatisfactory. Another, after receiving Q.D.M.'s did not use them correctly, receiving them at 2339 hrs. and abandoning his a/s at 2359 hrs. 185 miles from base. Another asserted that the proper procedure for flying radio range was impossible due to an u/s gyro horizon. The evidence of staff pilots is varied as to the use of H/F D/F and as to the reception by R/T and radio range. The evidence produced stresses the fact that several staff pilots at this unit have little or no confidence in the use of H/F D/F facilities. This in several cases resulted in pilots concerned making no attempt to use these ACTION TAKEN: facilities even after channels were closed to them.