

ACCIDENT CLASSIFICATION

UNIT 6 Comm Fgt.	COM. N.W.A.	PLACE Ft. Simpson (Mouth of Liard River)	DATE 10-7-45	TIME 18.40 MT
A/C TYPE NORSEMAN IV	NO. 3628	CRASH CAT. "A"	H.Q. FILE 1700-3528	
		S.E. X	M.E. X	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WHEELER, C.T.,	F/O	C14081	P.	Missing	NO. A385	DATE 11-7
LABELL, S.B.,	LAC	K272077	Crew- Man	Seriously	D 14 (REVISED)	
					NO. 1	CHECKED
					1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp Jr. R1340-32H1	Y-216/5014 Totally	169.	65.	5.	109.	481.	2102.

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STRATY

FATAL

INJ.

3RD

5

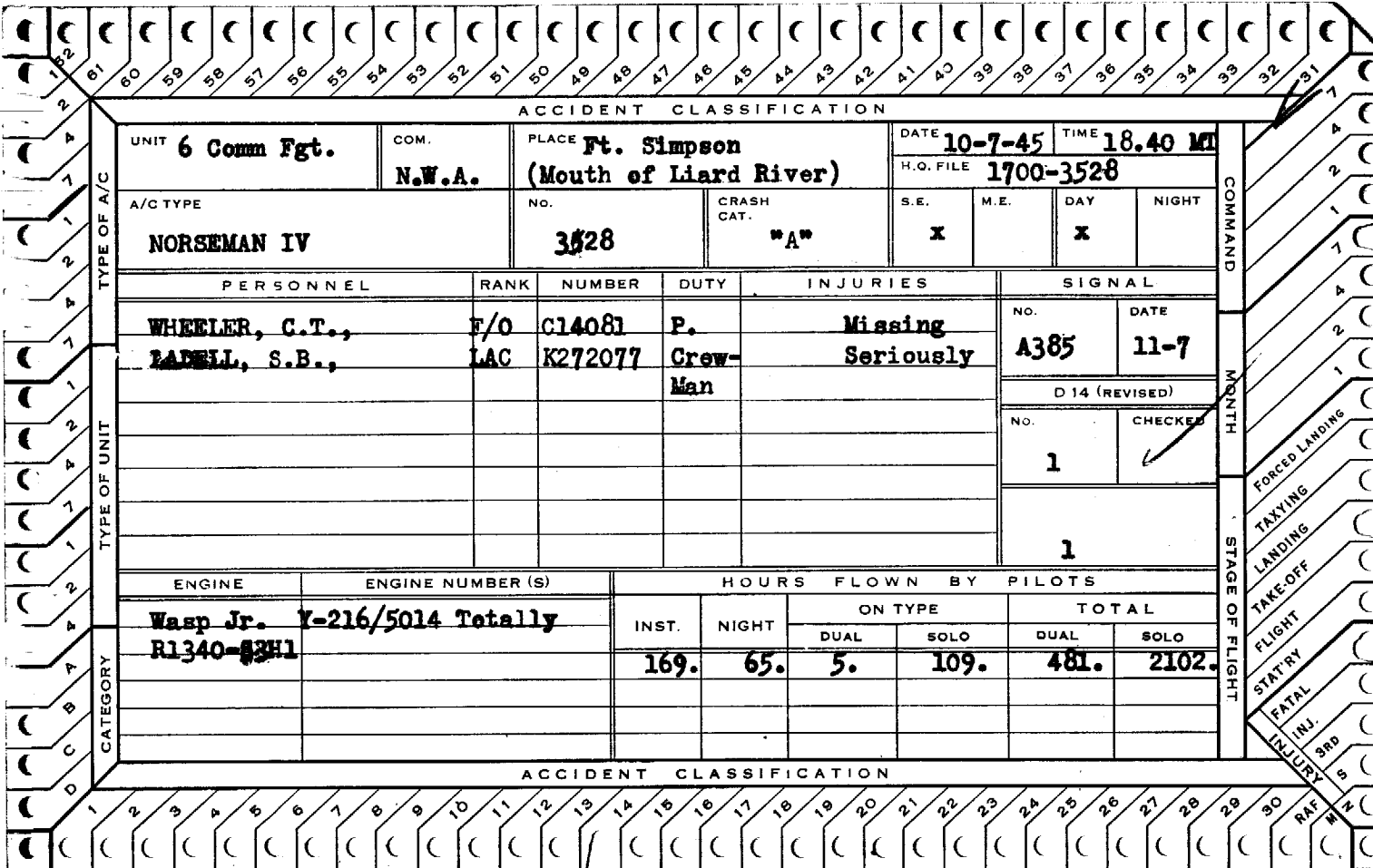
RAF

WZ

TYPE OF A/C

TYPE OF UNIT

CATEGORY



00C/AOC/PSF/DN/POM

PURPOSE OF FLIGHT:

Transporting Freight.

TECHNICAL OFFICER'S REPORT:

Stall in turn after take-off.

NATURE OF ACCIDENT:

From a summary of eye-witness reports the a/c stalled in a turn shortly after take-off at a height of about 200 - 300' and crashed in to the Liard River. A/C not recovered to date.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2585

CAUSE: Pilot error in that it was definitely poor airmanship to put the a/c into a steep turn just a after take off.

RECOMMENDATIONS: An order be incorporated in Command Instructions & No. 6 Comm. Flt. pilot's Order Book to the effect that Mae Wests will be worn by all Personnel crew & pass. during take-off & landing on water. That the attention of all Station & sqdns. Commanders be directed to CAP 100 Chapt. 2 Sect. 8 para.101 and that they in turn bring this to attention of all aircrew serving under them.

CLASSIFICATION:

14. Out of Control.

REMARKS OF COMMANDING OFFICER.: Concur.

REMARKS OF AIR OFFICER COMMANDING: Concur.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

N.A.