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CASPIR Aircraft Accident Cards

Serial: 698

Title: Noorduyn Norseman Mk. IV serial:698 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-November-02. Norseman Iv W s/n 698. This accident involved 6 people. Grandsen MM, Greenway TM, Hunter CW, Miller SA, Norris T, Webster CG

Keywords: RCAFNorseman Iv W,698,3 WS,3 Wireless School,Stevenson Field Winnipeg,1943-November-02,Grandsen,Greenway,Hunter,Miller,Norris,WebsterRCAF L20

Created: 1943-11-02

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001146#698

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
3 W.S. Winnipeg	2	4 miles W Stevenson Airport	2-11-43	1830

H.Q. FILE 1100-6-98

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
NORSEMAN IVW	698	Nil	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Miller, S.A.	F/O	C20736	P	Uninj.
Webster, C.G.	P/O	C26742	WO	Uninj.
Gransden, M.M.	P/O	C26890	WO	Uninj.
Hunter, C.W.	P/O	C26731	WO	Uninj.
Norris, T. AUS	LAC	9265	WO	Uninj.
Greenway, T.M.	LAC	R185587	WO	Uninj.

F.L.

SIGNAL

NO.	DATE

D 14 (REVISED)

NO.	CHECKED
1	✓

#1

ENGINE	ENGINE NUMBER (S)
Wasp S3HI	R1240/Y101 Nil

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
25	2	414	2	1880	67

TYPE OF A/C
TYPE OF UNIT
CATEGORY
COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
3RD
INJURY
S
RAF
M
N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Wireless exercise.

NATURE OF ACCIDENT:

Pilot reported rough running, so headed for base, this was followed by a gradual lowering of oil pressure to 40 lbs., and fine oil spray being thrown over windscreen and a/c. A gradual drop in revs. occured, the no loss in boost showed that carburettor icing was not taking place. It is probable that screen over air scoop became plugged by ice, as icing conditions were bad. Pilot was not able to reach airport and made successful forced landing.

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Oil dilution valve had stuck in open position, and oil had become greatly thinned by gasoline. Oil had been thrown from engine and on turning propellor by hand scarcely any compression could be felt.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

ACTION TAKEN:

Nil

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K.P. 5051
H.Q. 885-L 20

C.C. LTD. 7084-43