

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1			
JU.	TECH.	DISOB.	NEG/NC	INEXP/NC	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32			
TYPE OF ACC	PILOT	OTHERS	AIRFRAME FAILURE												ENGINE FAILURE																			
CAUSES OF ACCIDENTS	UNIT # 5 BR Sqdn. Dartmouth, N.S.		COM. EAC		PLACE Near Can Buoy off McNab's Is., Dartmouth												DATE 6-3-41		TIME 1940															
TYPE OF ENGINE	A/C TYPE Stranraer		No. 910		CRASH CAT. C.		SE		ME		DAY		NIGHT																					
CATEGORY	NAME		RANK		No.		DUTY		INJURIES				SERIOUS																					
TYPE OF ENGINE	A. J. BOYCE		F/O		C1026		P.		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	W. M. DOHERTY		F/O		C1213		2 P.		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	E. B. R. BRAY		SGT.				AEM		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	H. H. SPICER		ACI				AFM		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	C. G. MCCONNELL		LAC				AFM		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	J. G. BRICKER		SGT.				W. Op		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	J. C. FORD		LAC				ELECT.		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	E. R. BRUNELLE		CPL				ARM.		UNINJURED				FATAL INJURY																					
TYPE OF ENGINE	TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
TYPE OF ENGINE	STRANRAER		910		SERIOUS		D. 14		8-3-41		INST. NIGHT		ON TYPE		TOTAL		LAST 6 Mqs.																	
TYPE OF ENGINE	PEGASUS		NIL										DUAL SOLO		DUAL SOLO																			
TYPE OF ENGINE													11 370		50 481																			
TYPE OF ENGINE													9 95		79 213																			
TYPE OF ENGINE	SIGNAL No & DATE		UNIT No & DATE		COM. No. & DATE		REPORT		FILE		DATE																							
TYPE OF ENGINE	9 7-3-41		D. 426 6-3-41																															
TYPE OF ENGINE	NATURE OF ACCIDENT																																	
TYPE OF ENGINE	MISCELLANEOUS CAUSES		HAND. Q.		INSTS.		WEATHER		DRKNS.		ALG SURF.		OTHER		UND/TD		PRIMARY		TAXING		LANDING		TAKE-OFF		FLIGHT		STAT'RY		FATAL INJ.		3RD.		RAF	

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

PRACTICE NIGHT FLYING

OR COMMANDING OFFICER'S REPORT:

COMMANDING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 8-3-41

AIRCRAFT LANDED AND WAS TAXYING BACK BETWEEN

COMPOSITION: F/L L.H. RANDALL

FLARE PATH AND SHORE FOR ANOTHER TAKE-OFF.

PILOT TAXIIED TOO CLOSE TO SHORE AND RAN AGROUND ON A SHOAL.

TCO/PCT

RECOMMENDATIONS: IT IS RECOMMENDED THAT ORDERS BE ISSUED THAT IN FUTURE, WHENEVER A FLARE PATH IS LAID, THAT THERE MUST BE NOT LESS THAN 200 YARDS ALLOWANCE BETWEEN A BUOY AND EITHER SIDE OF THE FLARE PATH. THE COMMANDING OFFICER, R.C.A.F. STATION, DARTMOUTH HAS ORDERED A COURT OF INQUIRY TO INVESTIGATE THIS ACCIDENT.

PRIMARY CAUSE:

PILOT TAXIIED TOO CLOSE TO SHORE. CLAIMS CONTROL BOAT WAS IN THE WAY AND THAT IT WAS NECESSARY TO MAKE A SHARP TURN TO AVOID HITTING IT.

Court of Inquiry F/L L.R. Dubuc president, F/O L.G. Virr, member, F/O E.V. Mackenzie, member, recommends

The pilot misjudged his distance from the can buoy and also his angle of approach to the take-off position. The cause of the addident was a pilot's error.

ACTION TAKEN: more strict adherence to night flying orders  
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The court also recommends that extreme care be taken to leave markers to show positions of boats relative to the accident, and that they should be left in their respective positions until permission to remove them is authorized by the Court.

The control officer did not place the Boats in their proper position. The officer in charge of night flying laid the flare path too close to the can buoy.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_