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|------------------------------|----|---------|----------------|---------|-----------------|------------------|----|----------|-------------|--------------------|------------|---------------|------|-------------|------------------------------------|-------------------------|----|---------------|----|------------------|----|-----------------|----|-----------|------|----------------|----|--------|----|----------------------------------------|----|-----------------|--|---------------|--|----------|--|--------|--|---------|--|-----------|--|-----------|--|-------------|--|------------|--|-----------|--|-------------|--|--------------|--|----------|--|--------|--|---------|--|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TECH. | | DISO.B. | | NEG'NCE | | INEXP'NCE | | MISCELL. | | 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. | | MISCELL. | | UND'TD | | PRIMARY | | FUEL SYS. | | COOL SYS. | | IGNIT. SYS. | | LUB'N SYS. | | ENG. STR. | | AIRSCREW A. | | ENG. CONTRS. | | MISCELL. | | UND'TD | | PRIMARY | |
| TYPE OF A/C | | | | | | | | | | TYPE OF ENGINE | | | | | | | | | | CATEGORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT 116 B.R. Detach. | | | | | | | | | | COM. E.A.C. | | | | | PLACE Botwood, Newfoundland | | | | | | | | | | | | | | | DATE 24-10-41 TIME 01:50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newfoundland | | | | | | | | | | E.A.C. | | | | | Botwood, Newfoundland | | | | | | | | | | | | | | | H.Q. FILE 1300-22134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Catalina | | | | | | | | | | No. Z2134 | | | | | CRASH CAT. B | | | | | SE | | ME x | | DAY | | NIGHT x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | NO. | | DUTY | | INJURIES | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Egan, W.G. | | | | | | | | | | F/L | | C100 | | P. | | Uninjured | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Levitin, N. | | | | | | | | | | P/O | | | | Nav. | | Uninjured | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jones | | | | | | | | | | Sgt | | R63668 | | 2 P. | | Slightly Injured | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| McCormack, R.E. | | | | | | | | | | Sgt | | R82502 | | A.G. | | Uninjured. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Earl, J.L. | | | | | | | | | | Cpl. | | 63700 | | O.C. | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Smith, R. | | | | | | | | | | AC2 | | R89165 | | O.C. | | Uninjured. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | No. | | | EXTENT OF DAMAGE | | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Catalina Z2134 | | | Serious | | | | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pratt | | | | | | | | | | | | | | | | 198 | | 152 81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Whitney A190483 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Twin Wasp A100483 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT | | | | | FILE | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X892 24-10-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G356 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | | STAGE OF FLIGHT | | | | | | | | | | CAUSES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAND O. | | | | | | | | | | WEATHER | | | | | | | | | | DRIVNS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AL'G SURF. | | | | | | | | | | OTHER | | | | | | | | | | UND'TD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRIMARY | | | | | | | | | | TAXING | | | | | | | | | | LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAKE-OFF | | | | | | | | | | FLIGHT | | | | | | | | | | FATAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INJ. | | | | | | | | | | 3RD. | | | | | | | | | | RAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Landing on return from patrol

*STbd Wing TIP TORN - FLOAT STRUTS
COLLAPSED - Hull badly twisted.*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

The aircraft made a normal approach but made contact with the water about 400 yards short of the flare path. It then veered sharply to starboard--a trait of these aircraft when landed with the nose down.

14/11/44/1-1

RECOMMENDATIONS:

N.A.

PRIMARY CAUSE:

Error in judgement of pilot in that he did not flatten out his glide in time and struck the water short of the flare path. Lack of training in night flying. This pilot had never done any night flying on Catalina aircraft.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Efforts being made to give pilots at least three night take-offs and landings before sending them out on patrols involving night flying. No disciplinary action indicated.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot fatigue. Type of flares used. Flares used were flush with the water. Type used before by the pilot have an additional light on a pole 6 feet above the water.

RECORDED BY

DATE

CHECKED BY

DATE