

ACCIDENT CLASSIFICATION

UNIT		COM. <i>A.F.H.G.</i>	PLACE 30 miles N of Ft. St. John		DATE 28-12-43	TIME 1730			
A/C TYPE NORSEMAN		NO. 3529	CRASH CAT. "A"		H.Q. FILE 1100-35-29	S.E. X	M.E.	DAY X	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
MacLean, I.M.		S/L	C578	P	Died.		NO.	DATE	
Anderson, L.J.		LAC	R81279	Crew	Seriously Inj.		A.547	29-12	
Woods, S.E.		LAC	R82244	Pass	Seriously Inj.		D 14 (REVISED)		
Riglin, W...		CPL	R205457	Pass	Slightly Inj.		NO.	CHECKED	
McCaffrey, F.D.		AC2	274772	Pass	Slightly Inj.		1	<input checked="" type="checkbox"/>	
McClarey, W		CIV		Pass	Seriously Inj.		#6		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Pratt & Whitney		A213713/11432		INST.		ON TYPE		TOTAL	
Wasp S3HI				NIGHT	SOLO	DUAL	SOLO	DUAL	
				-	-	416	2	1318	33

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
3RD
5

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

For inspection of Heatton River Station
and Transportation.

Nil

FB/11/1/2011/1/3

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Oil system failure, necessitating
forced landing in burned over area
surrounded by heavy timber. Propellor
went into full coarse pitch due to
lack of oil and ignition switches were
placed to "OFF".

FINDINGS:

SUMMARY No. 2325

CAUSE: Oil system failure, necessitating forced
landing in burned over area.

RECOMMENDATIONS: It is impossible to say how to
avoid a forced landing from above cause in single
engine a/c and it is most strongly recommended that
small twin engine a/c be used on the N.T.S.R. and
that Norseman be used only when float work is
required.

CONCLUSIONS OF A.I.B. Finding is not substantiated
by evidence but is undoubtedly correct conclusion.

CLASSIFICATION:

~~54. Engine failure in the air.~~ *18*
18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

ACTION TAKEN:

Nil

26 Engine Trouble - 26
Accident