

182 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61

ACCIDENT CLASSIFICATION

| | | | | |
|----------------------------------|-------------|-------------|-------------------|-----------------------|
| UNIT 10 Sqn. Gander, Newf. | COM. EAC | PLACE | DATE 19-2-44 | TIME 2000 |
| A/C TYPE LIBERATOR | | NO. V586 | CRASH CAT. "A" | H.Q. FILE 1700-586 |
| | | S.E. | M.E. | DAY |
| | | | X | |
| | | | | NIGHT X |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL |
|-----------------|------|--------|------|----------|-----------------------|
| Imrie, A.A. DFC | S/L | J3525 | P | Uninj. | NO. A108 DATE 19-2 |
| Campbell, | F/O | J23067 | P | Uninj. | |
| Harland, G.R. | F/L | J9316 | NAV | Uninj. | D 14 (REVISED) |
| Gilmour, J.M. | P/O | J36686 | WOAG | Uninj. | NO. CHECKED |
| Johns, A.C. | WO2 | R69281 | WOAG | Uninj. | |
| Griffin, D.F. | F/O | C24863 | Pass | Killed | |

MONTH

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|--------|----------------------------------------------------------|-----------------------|-------|---------|------|-------|------|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| Wasp | 1-57952/3574 2-73765/NO 3-73719/3575 74226/3578 | | | SOLO | DUAL | SOLO | DUAL |
| | | | | | | | |

STAGE OF FLIGHT

- Forced Landing
- TAXYING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ.
- 3rd
- 5

ACCIDENT CLASSIFICATION

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 RAF M N

PURPOSE OF FLIGHT:

Ferry from Reykjavik Iceland to Gander.

NATURE OF ACCIDENT:

Cause of Forced Landing considered to be direct result of severe icing conditions at proximately 2015.

CLASSIFICATION:

~~N.~~ weather.

17 Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

FE/XCR/AMT/WIA

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2359

CAUSE: Ice had accumulated on wings back of the boots and abnormal icing conditions choked the engi-

Recommendations: See Summary 2359.

CONCLUSIONS OF A.I.B.: Agree with findings.

C.I. Accidents: I agree. In addition to the confusion in signals on this occasion, there appears to have been some failure in flying control. While Gander, Charlottetown and Moncton were definitely closed down, Sydney, Dartmouth weather was still fit for flying. Weather conditions at these two ~~sta~~ stations are as follows: See Summary 2359.

When a/c was diverted from Gander, there appears to have been no information that these stations were open and fit for diversion. This is the second accident in which flying control apparently had no information of alternative stations.

ACTION TAKEN: