

ACCIDENT CLASSIFICATION

| | | | | |
|-----------------------------|------------------|----------------------------------|--------------------------------|---------------------|
| UNIT 4 Sqdn. (BR) | COM. W | PLACE Hcluelet, Inlet. | DATE 9-6-44 | TIME 0650 |
| A/C TYPE CANSO A. | | NO. 11019 | H.Q. FILE 1700-11019 | |
| | | CRASH CAT. "A" | S.E. | M.E. |
| | | | DAY X | NIGHT X |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|----------------|------|---------|-------|----------|--------------------|-----------------------|
| Kee, J.G. | F/L | J7075 | P | Killed | NO. A.98 | DATE 9-6-44 |
| Morrison, G.R. | P/O | J39607 | 2P | Killed. | | |
| Anos, C.M. | F/O | J21712 | NAV | Injured. | D 14 (REVISED) | |
| Barfoot, J.C. | SGT | R160424 | NAV | Killed. | NO. | CHECKED ✓ |
| Coleman, C. | WO2 | R60598 | WOA | Killed. | | |
| Edwards, C.M. | SGT | R224812 | WOA | Killed | | |
| Rydholm, A.E. | SGT | R196171 | WOA | Killed | | |
| Herlen, E.O. | SGT | R61897 | FE | Killed | | |
| Wyatt, F.J. | LAC | R66620 | UT/FE | Killed. | #2 | |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | | | |
|--------------------------|------------------------------------|-----------------------|---------------|---------------|---------------|--------------|----------------|----------------|---------------|
| P&W Twin Row | P.20252/A79624 Totally | NIGHT | ON TYPE | | TOTAL | | | | |
| | | | SOLO | DUAL | SOLO | DUAL | | | |
| Wasp R1830-92 | S. 20248/A79762 Totally | 19 | 28 | 26 | 35 | 6 | 643 | 246 | 84 |
| | | 40 | 29 | 122 | - | | 103 | 121 | 127 |

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

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

PURPOSE OF FLIGHT:

Sea Patrol.

TECHNICAL OFFICER'S REPORT:

LH/PSHL/POM/XGM

NATURE OF ACCIDENT:

A/C coming back from patrol fully loaded appears to have flown right into the deck due glassy water causing crash.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2395

CAUSE: Inexperience.- or rather the total lack of experience - of P/O Morrison who was flying a/c at the time.

RECOMMENDATIONS: See Summary 2395.

CONCLUSIONS OF A.I.B.: The I.O. found that in attempting to fly and land the a/c P/O Morrison committed a breach of C.A.P. 100 Sec. 8. inasmuch as he was not even a qualified second pilot under C.A.P. 100 In the same way since F/LKee had only 5145 hrs. dual instruction by day and no night dual he cannot be considered a qualified first pilot day in view of the provisions of C.A.P. 100, Sec. 8 Para.7.

CLASSIFICATION:

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil.