

ACCIDENT CLASSIFICATION

UNIT 3 O.T.U. Patricia Bay	COM. W	PLACE M.A.	DATE 13-9-44 TIME 1150
A/C TYPE CANSO		NO. 11083	H.Q. FILE 1100-110-83
		CRASH CAT. "C"	S.E. X M.E. X DAY X NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MCKEAN, A.K.	P/O	J43462	P	Uninj.	NO. A432	DATE 13-9
JOHNSTON, D.A.	P/O	J42854	2P	Uninj.	D 14 (REVISED)	
BINGHAM, W.A.	SGT.	R87800	OC	Uninj.	NO.	CHECKED <input checked="" type="checkbox"/>
HUNT, H.K.	SGT	R62237	OC	Uninj.	#1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.		ON TYPE		TOTAL		
		NIGHT	DUAL	SOLO	DUAL	SOLO		
			34	25	12	6	147	81

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT BY
FATAL
INJ.
3rd
5
RAF
M.K.

PURPOSE OF FLIGHT:

Advanced water solo.

TECHNICAL OFFICER'S REPORT:

NIL

TM/XCA

NATURE OF ACCIDENT:

Accident happened after pilot had moored up to a buoy which was un-serviceable. Had not realized that buoy was unserviceable until after engine had been stopped. While proceeding to start up the engine, due to heavy sea and short lines the buoy scraped the side of hull. Sharp prongs of buoy which were not covered by tire must have pierced hull and ~~the~~ began to draw water.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

- (1) It is recommended that action be taken to obtain or develop a more suitable type of mooring.
- (2) In the past unserviceable moorings have been marked as such with 8 inch letters printed across top. This is not readily seen during rough weather. Instructions have been given that a small red flap or other marker will be placed on top, in addition to red letters.

CLASSIFICATION:

11. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: