

ACCIDENT CLASSIFICATION

UNIT 5 O.T.U.	COM. W.	PLACE Runway 25 at #5 O.T.U.	DATE 8-2-45	TIME 2055 PDT
Boundary Bay, BC			H.O. FILE 1300-KL135	
A/C TYPE MITCHELL II	No. K6135	CRASH CAT. "C"	S.E.	M.E. X
			DAY	NIGHT X

COMMAND
MONTH
STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
McCARTNEY, R.L.,	F/O	J19679	P.	Uninj.	No.	DATE
RIDLEY, T.E. RAF	WO1	526364	P.	Uninj.	A327	9-2
DEAN, R., RAF	F/S	1672051	P.	Uninj.	D 14 (REVISED)	
HIGGINSON, H.J., RAF	Sgt.	1607233	WAG	Uninj.	No.	CHECKED
					1	
					1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wright							
R2600-13	P41-21779/S42-273510						
	Slightly.	123	65	8	576	146	734
		91	95	19	8	191	1044
		49	84	8	1	158	420

ACCIDENT CLASSIFICATION

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ. 3RD
INJ. 5TH

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

To give dual conversion at night to pupil pilot WO1 Ridley.

N11

LH/PSHL/USH/XLD

NATURE OF ACCIDENT:

Instructor was demonstrating a night circuit and landing. Pilot judging his glide by Glide Path Indicator, looking for the green, never got out of amber. G.P.I. was set incorrectly, levelled out too low and too late. Nose wheel hit ground first. Pilot quickly checked on control column, made normal landing on main wheels, when speed was lost, gently lowered a/c on to nose wheel, which collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

4. Heavy.

SECONDARY OR CONTRIBUTORY FACTORS:

34. U/C Strain.

ACTION TAKEN:

Pilot's log book is being endorsed.