

**ACCIDENT CLASSIFICATION**

UNIT <b>3 O.T.U.</b>		COM. <b>W.,</b>	PLACE <b>Patricia Bay, B.C.</b>		DATE <b>12-2-45</b>	TIME <b>1220 P.V.T.</b>			
A/C TYPE <b>CANSO</b>		NO. <b>9701</b>	CRASH CAT. <b>"A"</b>		H.Q. FILE <b>1700-9701</b>	DAY <b>X</b>	NIGHT <b>X</b>		
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL	
FRASER, R. B.,			P/O	J50820	P.	Killed		NO.	DATE
CRAWFORD, A.B.,			P/O	J44021	P.	Killed		HA 478	12-2
KINGSWOOD, G.T.			F/O	J48312	Nav.	Killed			
DESJARDINE, I.,			Sgt.	R267483	F.E.	Dangerously		D 14 (REVISED)	
BOALCH, F. E.			Sgt.	R194666	F.E.	Missing		NO.	CHECKED
MACLEAN, A.L.,			Sgt.	R144619	WAG	Severely		1	2
GOLIS, H.E.,			Sgt.	R263563	WAG	Severely			
HARRIS, W.B.,			Sgt.	R264607	WAG	Severely			
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
P. & W. S20622/10853		Totally		INST.	NIGHT	ON TYPE		TOTAL	
Twin Wasp PA262438/9920		Totally				DUAL	SOLO	DUAL	SOLO
SIC3G				69	168	31	36	174	683
				147	29	9	8	145	98

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXYING
- LANDING
- TAKE OFF
- FLIGHT
- STAT'RY
- FATAL
- INJ.
- INJURY
- 3rd
- RAF
- M

**ACCIDENT CLASSIFICATION**

PURPOSE OF FLIGHT:

Towed Target Bombing.

NATURE OF ACCIDENT:

Landing after towed target bombing  
a/c apparently nosed in and turned  
over.

2536 Cont'd

Captains are to land and take off.

This is not because the Unit con-  
siders 2nd pilot incapable, but  
because the captains need experience

CLASSIFICATION:

4. Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

LH/ATO/PSHH/XGM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2536

CAUSE: Error in judgement on part of P/O Crawford  
in that he failed to carry out a correct glassy  
water landing by failing to level out at a safe  
height and flew into the water.

RECOMMENDATIONS: That the following be incorporated  
in Station Standing Orders at No. 3 O.T.U.

" When student 1st and 2nd pilots are flying to-  
gether, that student 2nd pilots be prohibited from  
landing and taking off. "

CONCLUSIONS OF A.I.B.: Error in part of pilot causing  
the a/c to stall 20' above the water. Although the  
recommendations of the I.O. were not incorporated  
in the Station Standing Orders at No. 3 O.T.U. it  
is noted in the evidence that it was the policy at  
No. 3 O.T.U. when student Captains and student 2nd  
ACTION TAKEN: pilots are flying together, that

Nil