

81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT <b>O.T.U., Boundary Bay, BC</b>	COM. <b>W.</b>	PLACE <b>Aerodrome Boundary Bay, B.C.,</b>	DATE <b>12-2-45</b>	TIME <b>1015</b>
A/C TYPE <b>MITCHELL II</b>		NO. <b>KL 142</b>	H.O. FILE <b>1300-KL142</b>	
		CRASH CAT. <b>"B"</b>	S.E.	M.E.
			DAY	NIGHT
			<b>X</b>	<b>X</b>

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>MacINTOSH, J.H.,</b>	<b>F/Lt</b>	<b>J9236</b>	<b>Instr.</b>	<b>Uninj.</b>	NO.	DATE
<b>HORTON, W.M.,</b>	<b>GB.</b>	<b>P/O 167254</b>	<b>P.P.</b>	<b>Uninj.</b>	<b>A328</b>	<b>12-2</b>
<b>ELLIOTT, T.,</b>	<b>GB.</b>	<b>Sgt. 1582786</b>	<b>W/OP</b>	<b>Uninj.</b>	D 14 (REVISED)	
<b>SHAW, W.,</b>	<b>GB.</b>	<b>Sgt. 1344302</b>	<b>W/OP</b>	<b>Uninj.</b>	NO.	CHECKED
					<b>2</b>	
					<b>2</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Wright</b>	<b>P41-28823</b>	<b>Seriously</b>					
<b>R2600-13</b>	<b>S42-273673</b>	<b>"</b>					
			<b>46</b>	<b>294</b>	<b>9</b>	<b>30</b>	<b>144</b>
			<b>36</b>	<b>8</b>	<b>8</b>	<b>-</b>	<b>798</b>
						<b>162</b>	<b>139</b>

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXYING
- LANDING
- TAKE-OFF
- FLIGHT
- FATAL
- FATAL INJ.
- 3rd
- 5

PURPOSE OF FLIGHT:

Demonstration and Dual instruction.  
Single engine approach and landings.

NATURE OF ACCIDENT:

~~Failure of Pilot to check u/c~~  
~~indicators on downwind leg.~~ Pilot  
opened stbd. throttle too quickly,  
resulting in engine choking moment-  
arily and when power caught suddenly  
being unable to correct resultant yaw  
and maintain flying speed.

CLASSIFICATION:

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

32. U/C Drill - in air.

TECHNICAL OFFICER'S REPORT:

Nil

00C/R/AOC/PCDE/PCDUW/ET/PM/PH/O/UCDL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

S.E. Procedure calls for lowering  $\frac{1}{2}$  c on into wind  
approach. Instructor noticed indicators not registering  
nose - wheel fully down just prior to landing and  
opened both throttles too rapidly. Alt engine was  
cold & did not pick up immediately. Full power  
suddenly came on as overshoot action was  
started causing A/c to yaw violently to port &  
crash off side of runway. A/c was airborne at  
time of crash.

ACTION TAKEN: Pilot on charge under A.F.A. 39A(1).