

ACCIDENT CLASSIFICATION

UNIT <b>6 B.R.</b>	COM. <b>W</b>	PLACE <b>Holberg Inlet</b>	DATE <b>31-7-45</b>	TIME <b>1911</b>
A/C TYPE <b>CANSO "A"</b>	No. <b>11043</b>	CRASH CAT. <b>"A"</b>	H.Q. FILE <b>1700-11043-</b>	
		S.E.	M.E.	DAY NIGHT
			<b>X</b>	<b>X</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
Roberts, J.P.	F/L	J37489	P	Slightly	ACX1674	1-8
Banville, A.F.	B/L	J20930	2P	Slightly		
Hamilton, B.G.	F/O	J37489	NAVB	Killed	D 14 (REVISED)	
Pinkerton, B.B.	F/O	J39651	WOO	Slightly	NO.	CHECKED
Cavanagh, B.T.	WO2	R198910	WAG	Slightly		
Guerard, C.J.	SGT	R262522	WAG	Slightly		
Jordan, A.G.	WO2	R133066	F.E.	Slightly		
Griffith, W.H.	F/S	R70928	F.E.	Slightly		<b>#3</b>

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P&W	P.20200/AB1277						
R1830-92	S.20280/CP350290			20	515	113	1509
				10	130	220	1594

ACCIDENT CLASSIFICATION

COMMAND  
 MONTH  
 STAGE OF FLIGHT

FORCED LANDING  
 TAYING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJURY  
 3RD  
 5  
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PURPOSE OF FLIGHT:

Return to base of a/c , crew and Main-  
tenance personnel from detachment at

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT: Prince Rupert.

A good water alighting was made and  
slapping of waves against the hull  
was felt as is normal after alighting.  
As a/c began settling down it suddenly  
swerved and the nose dug in. A/C then  
nosed over.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

7. Others

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil

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	COM.	PLACE	DATE	TIME
A/C TYPE			H.Q. FILE	
NO.		CRASH CAT.	S.E.	M.E.
			DAY	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Cook, R.A.	LAC	R150694	Pass	Slightly	NO. DATE
Winton, G.R.	LAC	R269031	Pass	Slightly	
King, D.J.	LAC	R201953	Pass	Slightly	D 14 (REVISED)
Vatne, Q	LAC	R204804	Pass	Slightly	NO. CHECKED
McLeod, J.C.	SGT	R101028	Pass	Slightly	
Horton, K.A.D.	WO1	1960	Pass	Slightly.	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO

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 RAF M 4 INJ. 5th 5

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ. 5th

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

LH/PSHL/  
ATO

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2586

CAUSE: Inexperience on part of 2nd pilot in landing this type of a/c with a reasonably heavy load.

RECOMMENDATIONS: That Captains be urged to encourage and permit 2nd pilots to make landings with increasingly heavy loads as opportunities present themselves and that, save in the event of emergency, 2nd pilots be prohibited from landing heavily laden a/c while carrying passengers.

CONCLUSIONS OF A.I.B.: Agree with findings.

Note 1. The I.O.'s remarks included the following on the cause of the accident: - The a/c was heavily loaded in excess of 30,000 pounds as against a maximum permissible gross weight of 34,500 pounds. Inquiries were made as to the experience of co-pilots in training at # 3 O.T.U. and it was learned that they do not learn to ACTION TAKEN: land heavily laden a/c there.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

For remainder of Note 1 and Note 2 see Summary 2586.