

ICAO REF: AR/121CANADA

Norseman Aircraft CF-GPG crashed on take-off at Gander Lake,  
Newfoundland, on 18 August 1950

Circumstances

A float-equipped Norseman VI Aircraft taxied out to take-off position on Gander Lake, Newfoundland, with a pilot and one passenger on board. Several people watched the take-off and, according to one witness, the aircraft never did get on the step but was pulled off the water in a nose high attitude and semi-stalled condition. At a height of roughly 10 to 15 feet above the surface, the left wing went down and the aircraft began to sideslip, continuing to lose height until the wing tip struck the water causing the aircraft to cartwheel and partially submerge.

Investigation and Evidence

The pilot and passenger died as a result of drowning.

Inspection of the aircraft, and evidence of witnesses, failed to disclose any indication of malfunctioning of the aircraft, engine or controls prior to the crash.

Weather was suitable for the flight. Although the aircraft did not take off directly into wind according to the Gander Airways Weather report, the wind velocity was only 7 M.P.H.

The pilot held a valid Senior Commercial Pilot Licence and had logged well over 3,000 hours<sup>1</sup> flying time.

### Conclusions

The immediate cause of the accident would appear to be that the left wing tip of the aircraft came into contact with the water following which the aircraft crashed and partially submerged.

The major contributing factors would appear to be:

- 1) poor judgment on the part of the pilot in attempting a turn at approximately 15 feet above the water; and
- 2) poor technique on the part of the pilot in permitting the aircraft to stall.

ICAO REF: AR/122

### CANADA

Norseman Aircraft CF-OBH, crashed near Timagami,  
Ontario, on 30 August 1950

### Circumstances

The aircraft took off from Trout Lake, (North Bay), with pilot, engineer, four passengers, and roughly 1,200 pounds of equipment for Timagami, Ontario. A fisherman on Ingall Lake stated that he saw an aircraft fly over at roughly 1,200 feet and heard the engine cut out for a period of approximately ten seconds then pick up again. It was this man's opinion that, although the engine caught again, it did not appear to have the same power and sounded as though it was missing. A short time later, two men, located at separate points on the shore of Wilson Lake, heard an aircraft approaching and stated that the engine was sputtering and missing and that the aircraft was losing height. One of these witnesses stated that just before the aircraft went out of sight it banked steeply to the right and then went into a spin. A fourth man in his cabin at Milne Lake, heard an engine roar very loudly and then fade out three times. The sound seemed to be quite close and he stepped out the door just in time to see the aircraft hit the ground thirty feet away. Fire broke out immediately and in a matter of seconds the aircraft was a mass of flame.