

McCarty, Warren Roberts

Age: 23

Nationality: Canadian

Rank: Flight Sergeant

Unit: No. 3 OTU

Occupation: Armourer/Armament Instructor

Service No: R/57760

Birth: 16 January 1920
North Vancouver, BC,
Canada

Home Town: Vancouver, BC
Canada



Death: 18 July 1943

Crash of Supermarine Stranraer 916
Stuart Channel, BC, Canada

Burial: Commemorated on Ottawa Memorial
Ontario, Canada

Others: LAC John McLelland Bell, Flight Engineer, RCAF.

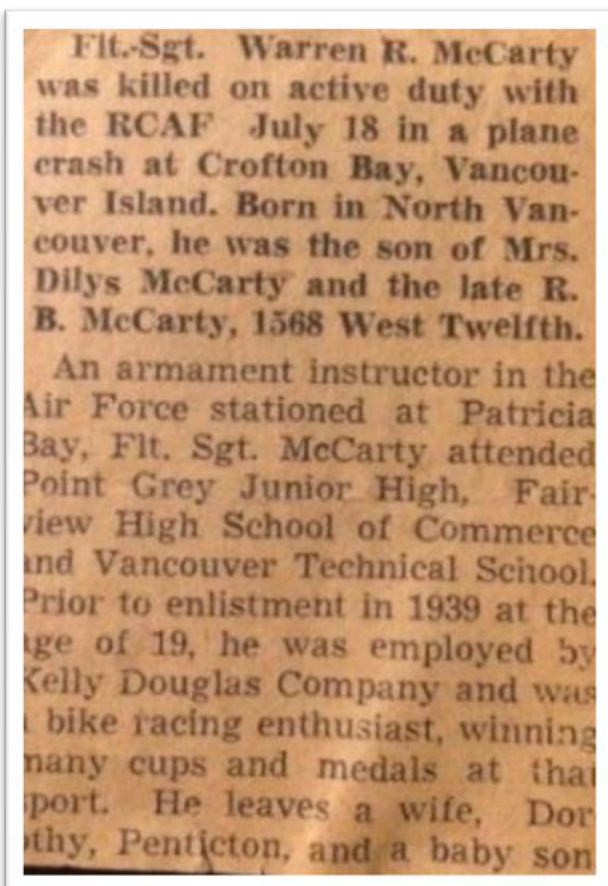
Biography

Warren Roberts McCarty's father was born in Quebec of American-born parents; his mother was born in Wales. In 1921 his family was all recorded as Canadian and the father and children are recorded as of Irish descent. When Warren travelled to America in 1939, he claimed to be a citizen of the USA, although he lived in Vancouver.

Warren grew up in Vancouver, where he spent three years in high school followed by three years at technical school, training to be a machinist. He left school in 1937 and found work as a machinist in Quebec. In 1938, Warren's father, not yet 50, died and Warren returned to his family in Vancouver, where he found work as a warehouse-man and attended ground school at the aero club of BC.

When Warren joined the RCAF in 1940, he applied for ground duties, preferably as an armourer. He was accepted and trained in Ontario and Manitoba, not returning to British Columbia until mid 1942. In 1940, while still training in

Trenton, he took two weeks leave and was married in Penticton, BC, on September 14th. When he returned from leave Warren trained as an Armament Instructor at the Air Armament School in Trenton. He worked hard and was steady and reliable with average results. He was promoted to sergeant on completion of this course and to Flight Sergeant in July 1941.



Warren was consistently rated as of good conduct and deportment and satisfactory in the performance of his trade. He was reprimanded on a couple of occasions for being absent without leave.

Born on 16 January 1920, in North Vancouver, Warren was the third child and only son of Ralph Beaumont McCarty and Dilys Roberts. He had two older sisters, Brenda and Margaret, and a younger sister,

Doreen. Warren married Dorothy Margaret Wall and they had one son, Michael John Robert, born on 4 December 1941.

Before his son's second birthday, Warren was reported missing, presumed dead, when Supermarine Stranraer 916 sank on landing in Stuart Channel, near Crofton, BC. His body was never recovered. After his death, his wife remarried.



Details of Crash

Supermarine Stranraer 916 took off from Patricia Bay at 10:00 am on 18 July 1943 on a training flight. It carried six men:

LAC John McLelland Bell	Flight Engineer	drowned
F/O J. Chesney	WAG	slight injuries
F/O P. Hertslett	2 nd Pilot	serious injuries
F/L Leonard Gage Larsen	1 st Pilot	slight injuries
F/L Warren Roberts McCarty	Armourer	missing presumed dead
Sgt. J.E.C. Rogers	WAG	serious injuries

F/L McCarty was not officially part of the crew, but as a senior armaments instructor he had been advised to fly as frequently as possible and was treated as being on duty at the time of the accident.

The 1st Pilot, F/L Larsen, had 1350 hrs experience as a civilian pilot, 1221 hrs experience in service, of which 473 were on Stranraers. Both pilots were flying instructors.

The purpose of the flight was mutual practise in instrument flying under the hood, F/L Larsen and F/O Hertslett taking turns in piloting and instructing. The hood is a device which limits the pilot's vision. At the time of the accident, F/L Larsen was the pilot.

The Stranraer took off at 10:00 am on 18 July 1943 with F/O Hertslett as pilot and F/L Larsen as instructor. F/O Hertslett made a blind take off and then flew for about 45 minutes going through the entire sequence of climbing turns, gliding turns, straight climbs and glides, recovery from awkward positions under the hood and turning to predetermined headings, winding up the 45 minutes with a blind landing.

The pilots changed positions and F/L Larsen repeated the sequence. This was followed by practising blind take off circuit and landing, first with F/L Larsen piloting and then F/O Hertslett, who landed in Stuart Channel near Thetis Island at about 11:40 am. The hood was removed and F/L Larsen took off and headed for base, flying south east down Stuart Channel at about 300 feet. Seeing a clear stretch of water ahead with no obstructions for about 10 miles,

F/L Larsen decided to practice estimating height above the water for depth charge dropping, which is 50 feet. His rationale for doing this was that the procedure for approaching the target for simulated depth charge dropping was changed the previous April or May. He reduced altitude to 50 feet and continued straight down the channel and then, close to Crofton, decided to do a normal power landing straight ahead, just touching down, and then head back to base. F/L Larsen gave evidence at the inquiry that he was listening to hear the touch-down and remembered nothing after that until he was trying to clear himself from the wreckage under water. At the surface, he saw F/O Hertslett, F/O Chesney, and Sergeant Rogers and all four were picked up by a civilian rowboat and a fishing boat. F/O Hertslett gave evidence that they appeared to settle too quickly in the water and the nose was dipping down. He tried to assist F/L Larsen in correcting the nose without success. A civilian witness stated that he saw the nose of the aircraft dip and then the aircraft turned over onto its back and, in his estimate, sank in three to four minutes.

Prior to the accident the aircraft was in perfect serviceable order and all of the crew had Mae Wests. When the severely damaged aircraft was salvaged on July 24th, the body of LAC Bell was still in the fuselage. The Medical Officer who examined him was of the opinion that he had suffered concussion rendering him unable to escape and had thus drowned. No trace was ever found of F/S McCarty.

Several possible causes of the accident were put forward:

- the possibility of it having hit a floating log; although a log was located close to where the plane sank, it showed no sign of having been hit.
- the possibility that the aircraft, having been flown extensively, collapsed on landing; this was thought unlikely since it had an excellent maintenance record.
- the possibility of pilot fatigue; unlikely given the hours the pilot had flown,

The conclusion was that the accident was caused by pilot error in that he misjudged the height above a glassy sea and landed nose down.

The recommendation was a review of the instructions given to pilots for landing on a glassy sea.

Because the survivors had all suffered head trauma and this had contributed to the death of LAC Bell, a recommendation was made that helmets be provided.



These six photographs referred to in the synopsis of No. 2111, accident and rescue at station 977 in Sturry Channel, were received by Vancouver on 18 July, 1963.

[Faint, illegible text, likely a signature or official stamp]

Stranraer 916 during salvage