

Prince George, B.C. Nov. 24th, 1947

5802-25-83

Near Accident Prince George Airport

6810

On November 9th last, Canadian Pacific Flight 22-9 Lodestar, enroute Ft. St. John to Prince George, advised Prince George Radio, at 2207 GMT, that he was beginning a VFR decent to Prince George field at 06.

At 2209 GMT I, the radio operator on duty at the Range Position, advised Flight 22 that the Prince George Airport wind was south at 7 MPH, the altimeter was 2999, and, by the latest field notice, that runway 14-32 was serviceable, moderately icy, and to use caution braking. The pilot checked this O.K.

At about 2220 GMT I was looking out the window of the radio office, overlooking the field to the north, to see the approach of the Lodestar, and could see the aircraft making a final approach from the north to land on runway 14. At this time the Cariboo Flying Club aircraft, Piper Cub CF-DRV, came down the taxi strip from the hangar to pass in front of the Administration Building, evidently intending to go out on one of the runways to take off. As the Cub was crossing the ramp, I leaned out of the open window, saw the pilot take a prolonged look towards the Administration Building, and I waved to him in a motion intended to make him stop and come into the radio office, at the same time, pointing in the direction of the Lodestar. However, the Cub kept taxiing on towards the south end of the 14-32 runway.

I kept watching the Cub to see just where he would come to a stop. When he arrived at runway 14-32 he started to taxi north on runway 32. I then expected to see him turn off on runway 06-23, but he continued to taxi past the intersection, still heading north on runway 32.

By this time the Lodestar was, as near as I could judge, about a quarter mile north of the north end of runway 14-32, coming in for a landing on runway 14. I immediately called the Lodestar and advised him of the Piper Cub taxiing north on runway 14-32. The Lodestar pilot acknowledged the report at 2223 GMT. At this time I would judge the Lodestar to be about over the north end of the 14-32 runway.