

ACCIDENT CLASSIFICATION

UNIT 1C B.G.S. Mount Pleasant	COM. 3	PLACE M.A.	DATE 20-11-43	TIME 1830
A/C TYPE BOLINGBROKE IVT			H.Q. FILE 1100-00-93	
No. 10093		CRASH CAT. "A"	S.E.	M.E.
			DAY	NIGHT
			X	X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Jones, E.P.	F/O	J22797	P	Uninj.	No. DATE
Dostie, L.P.	ACI	R177299	Pass	Uninj.	D.5 20-11
Patterson, J.	S	R213289	DT	Uninj.	D 14 (REVISED)
Kedwell, J.E.	CPL	R97478	DT	Uninj.	No. CHECKED
					2 ✓
					#5

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Bristol Mercury	12265/50206	45	92	475	82	704	190
MK. XV	12262/50220						

ACCIDENT CLASSIFICATION

COMMAND  
 MONTH  
 STAGE OF FLIGHT  
 FORCED LANDING  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ  
 INJURY  
 3RD  
 5

TYPE OF A/C  
 TYPE OF UNIT  
 CATEGORY

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

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

PURPOSE OF FLIGHT:

Ferrying trade test officers to Moncton, N.B.

TECHNICAL OFFICER'S REPORT:

Nil

120/120/XCH

NATURE OF ACCIDENT:

Pilot was returning at night from Moncton, after having flown two Trade Test Officers to that point from this unit. Aerodrome control officer ordered that two Air Force trucks provide illumination for night landing in lieu of laying out a stbd flare path. These trucks were placed at leeward end of runway. Pilot landed the a/c downwind over shooting considerably and struck one of the trucks along edge of runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

SUMMARY No. 2180

Recommendations  
Standard flare path should be installed in case of emergency night landings.

Conclusions of A.I.B.

A/C should have been kept in the air until flare path was laid out and pilot should not have landed without requesting and receiving permission to do so.

Note: A.F.T.I T2/41 para 1 makes the aerodrome Control Officer responsible for ensuring that night flying equipment and traffic control equipment are serviceable and available. The a/control officer in this case cannot be said to have complied with instructions altho fact this unit is not fully open contributing factor to lack of flying control.

CLASSIFICATION:

~~29. Overshooting runway.~~

1. *Overshot*

①

SECONDARY OR CONTRIBUTORY FACTORS:

~~41. Hitting obstructions.~~

~~25. Inexperience.~~

ACTION TAKEN:

Nil