

ACCIDENT CLASSIFICATION

UNIT 10 B.G.S. Mount Pleasant,	COM. 3	PLACE Aerodrome No. 4 R.D. Scoudouc, N.B.	DATE 25-2-44	TIME 1545
A/C TYPE BOLINGBROKE IV		NO. 10089	H.Q. FILE 1100-100-89	
		CRASH CAT. "B"	S.E.	M.E.
			DAY	NIGHT
			x	x

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Weary, J.A.	WO1	R65378	P	Uninj.	NO. DATE
Bedard, J.B.	LAC	R164987	Pass	Uninj.	
McLeod, R.W.	LAC	R151004	Pass	Uninj.	D 14 (REVISED)
Murphy, J.E.	LAC	R253728	Pass	Uninj.	NO. CHECKED
Wood, C.I.	LAC	R90928	Pass	Uninj.	
Manning, C.G.	F/O	C39730	Pass	Uninj.	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS		ON TYPE		TOTAL	
		INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
Mercury P.	XV12301/S3580 Slight						
S.	XV12304/S52657 Slight	58	178	57	5	590	158

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY
3RD
5
2

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 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

A
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Y
Z

PURPOSE OF FLIGHT:

Ferry

TECHNICAL OFFICER'S REPORT:

OMK/ADP/ROE/DAV/FU/ES/PM/10-1-1958

NATURE OF ACCIDENT:

A/C approached runway at Scoudouc to make a normal landing wheels down and full flap. Red flare fired from Control Tower when a/c about 100 ft. above ground. The Pilot opened throttles to full boost and raised u/c. There was no increase in R.P.M. A/c was losing height and speed rapidly. Pilot closed both throttles shut switches off and made a belly landing on runway, swinging to right as speed decreased and ended up in snow bank 90° to direction of approach.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 172

CONCLUSIONS OF A.I.B.

Accident resulted from a combination of: (a) Selection of u/c "Up" with flap control valve in the down position, with consequent loss of altitude (b) mishandling engine controls in that carb. heat was applied under conditions which did not warrant this.

RECOMMENDATIONS : An addition to Pilots notes C.A.P. 81, Vol. 2 Sec.II, para 17 sub sec.(e) be made as follows: "When a position of flaps down or partially down has been selected the flap selector lever be returned to neutral or off position so as to hold flap in a fixed position." This procedure is essential to safeguard any raising of flap position which will occur in event of pilot

ACTION TAKEN: approaching to land, being called upon to trip u/c to take overshoot action.

~~14. Misuse of controls.~~

17. Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - accident