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CASPIR Aircraft Accident Cards

Serial: KB109

Title: de Havilland Mosquito B.Mk. XX serial:KB109 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1944-February-17. Mosquito BXX s/n KB109. This accident involved 2 people. Gilmour RG, Teer LH This accident had 2 fatalities. Pilot Officer Leonard Herbert Teer RAF Killed in Flying Accident service no:154644 Mosquito KB109, Flying Officer Richard George Gilmour RCAF Killed in Flying Accident service no:J/12225 Mosquito KB109

Keywords: RAFMosquito BXX,KB109,36 OTU,36 Operational Training Unit,Auburn Kings Co Nova Scotia,1944-February-17,Gilmour,TeerRCAF L20

Created: 1944-02-17

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001095#KB109

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
36 O.T.U. Greenwood, N.S.	EAC	½ mile W. of Auburn Kings Co. NOvia Scotia.	17-2-44	1129

H.Q. FILE

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
MOSQUITO BXX	KB. 109	"A"		x	x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Gilmour, R.G.	F/O	J12225	P	Killed
Teer, L.H. RAF	F/O	154644	NAV	Killed

SIGNAL

NO.	DATE
A178	17-2

D 14 (REVISED)

NO.	CHECKED

	K	I
CR #1	2	2

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Merlin XXXI	P.A325681/A6332 Totally	77	180	28	7	1160	163
Merlin XXXI	S.A325697/A6358						

ACCIDENT CLASSIFICATION

TYPE OF A/C | TYPE OF UNIT | CATEGORY | COMMAND | MONTH | STAGE OF FLIGHT | FORCED LANDING | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY | INJURY: FATAL, INJ, 3RD, S, RAF, M, N

PURPOSE OF FLIGHT:

Formation Flying.

NATURE OF ACCIDENT:

Cause of accident obscure. A/C apparently broke up in the air, accident of investigation.

CLASSIFICATION:

~~28. Structural failure.~~
14 Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

~~M. Misuse of controls.~~
39 Structural Failure

TECHNICAL OFFICER'S REPORT:

1 BAIR. F RN/Prov/AMS ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No 2289

CAUSE : The leading probability is a pilot error. While there is no conclusive proof as to what the pilot was doing in the dive, nor conclusive proof of the absence of technical failure, the evidence of eye witnesses and the examination of wreckage make it greatly appear that a/c was flown and maneouvred in such a way as to place a strain on the a/cs frame in excess of what it could bear.

Recommendations: (a) this case be cited as example pointing out to students that if they dive Mosquito a/c in excess of 400 knots they are asking for troubl (b) Disciplinary action be taken against pilots who do so without first receiving permission from C.C. or C.I.

CONCLUSIONS OF A.I.B.: Structural failure resulting from excessive speed in a dive.

ACTION TAKEN: C.I. ACCIDENTS: Agree.

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43