

ACCIDENT CLASSIFICATION

UNIT	5 B.G.S.	COM.	2	PLACE	1/2 mile SW of M.A.		DATE	3-3-44	TIME	1435	
	Dafoe					H.Q. FILE	1100-100-67				
A/C TYPE	BOLINGBROKE IVT		No.	10067	CRASH CAT.	"A"	S.E.	M.E.	DAY	NIGHT	
								X	X		
PERSONNEL	TAYLOR, J.W.	RANK	WO2	NUMBER	R121137	DUTY	P	INJURIES	Uninj.	SIGNAL	
	FINKELSTEIN, M.	LAC	R163043	PP	Uninj.	No.	A.149	DATE	3-3		
	DRISCOLL, J.A.	LAC	R195897	PP	Uninj.	D 14 (REVISED)					
	GIBSON, G.K.	LAC	R 194084	PP	Uninj.	No.	1	CHECKED	<input checked="" type="checkbox"/>		
	HUGHES, D.C.	ACI	R270008	ARM	Uninj.	#2					
ENGINE	Mercury XX	ENGINE NUMBER (S)	2989/556898 slight	HOURS FLOWN BY PILOTS							
		12768/50401	"	INST.	NIGHT	ON TYPE		TOTAL			
						SOLO	DUAL	SOLO	DUAL		
				49	112	79	2	753	149		

ACCIDENT CLASSIFICATION

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

COMMAND  
MONTH  
STAGE OF FLIGHT  
INJURY

102  
61  
60  
59  
58  
57  
56  
55  
54  
53  
52  
51  
50  
49  
48  
47  
46  
45  
44  
43  
42  
41  
40  
39  
38  
37  
36  
35  
34  
33  
32  
31

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ. 3RD  
INJ. 5  
RAF  
M/N

PURPOSE OF FLIGHT:

Gunnery exercise.

NATURE OF ACCIDENT:

After having made one circuit of aerodrome on single engine pilot attempted landing. Could not land decided a/c would not carry on with wheels and flaps down closed throttle and landed straight ahead.

CLASSIFICATION:

14. Engine failure in the air.

17

SECONDARY OR CONTRIBUTORY FACTORS:

38. Pilot error.

26

TECHNICAL OFFICER'S REPORT:

A small globule of water was found in float chamber, This globule of water is the only possible reason why the engine might have cut out.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2331

CAUSE: Pilot failed to decide whether to land on some other part of the field. other than runway, or to go around again, at a safe altitude.

RECOMMENDATIONS: Pilots be impressed thoroughly with seriousness of attempting going round again on one engine in high speed, loaded, a/c they would make up their minds sooner whether to land or go around again. Pilots be taught to go round again on one engine with wheels and flaps down only if a minimum of five hundred feet is held and sufficient airspeed to keep a/c under control.

CONCLUSIONS OF A.I.B.

Pilot's error of judgement in attempting to go round again.

ACTION TAKEN:

XXX Pilot's Log Book endorsed.